

Date: November 7, 2018

MCDOT Executive Administrative Aide Stacy Leach
Stacy.Leach@montgomerycountymd.gov
101 Monroe Street, 10th Floor
Rockville, MD 20850

RECEIVED
NOV 13 2018
MCDOT
DIRECTOR'S OFFICE

Re: Hillandale LATIP Improvements (LATIP) Testimony

Dear Ms. Leach:

I write you today to express my support for the immediate adoption of the proposed LATIP improvement package in Hillandale.

The Local Area Transportation Improvement Program is an important component in the realization of the vision crafted by the White Oak Science Gateway Master Plan.

At the time of the LATIP's adoption, the challenges associated with the New Hampshire Avenue/Powder Mill Road intersection were known and recognized within the program. The County Council designated up to \$5M in funds within the program specifically to afford much needed if yet unidentified improvements.

Without designated LATIP projects like those before you today, the program will be powerless to address the needs at the New Hampshire Avenue/Powder Mill Road intersection. We simply must implement improvements. The demands on New Hampshire Avenue will only increase as the Master Plan density begins to materialize. Neither the County (through the direct use of LATIP funds) nor willing local developers (through construction and crediting) can implement necessary solutions if they are not identified and adopted by the program. The New Hampshire Avenue/Powder Mill Road intersection (among the most congested in the thoroughfare) cannot remain the ONLY intersection without programmed improvements. Importantly, I do not want the opportunity presented by the very first LATIP participants (who in this case are both in Hillandale AND willing to construct improvements) to be squandered.

I respectfully request that you adopt the proposed LATIP improvements in Hillandale, namely i) the widening of Powder Mill Road West of New Hampshire Avenue, ii) the extension of the Northbound Right turn lane East of New Hampshire Avenue, and iii) the Slip Ramp along Elton Road along with associated calming measures. I am aware of no arguments challenging the functional ability of these particular improvements to help address the identified need. *

I understand and respect the concerns raised by some regarding the possibility that the presence of a new ramp could lead to increased usage of local roads. However, I believe that there are several viable solutions (including the proposed mitigations along Elton) to address those concerns.

Please adopt these much needed improvements just as the LATIP envisioned.

Respectfully,

RICHARD MAC GREGOR

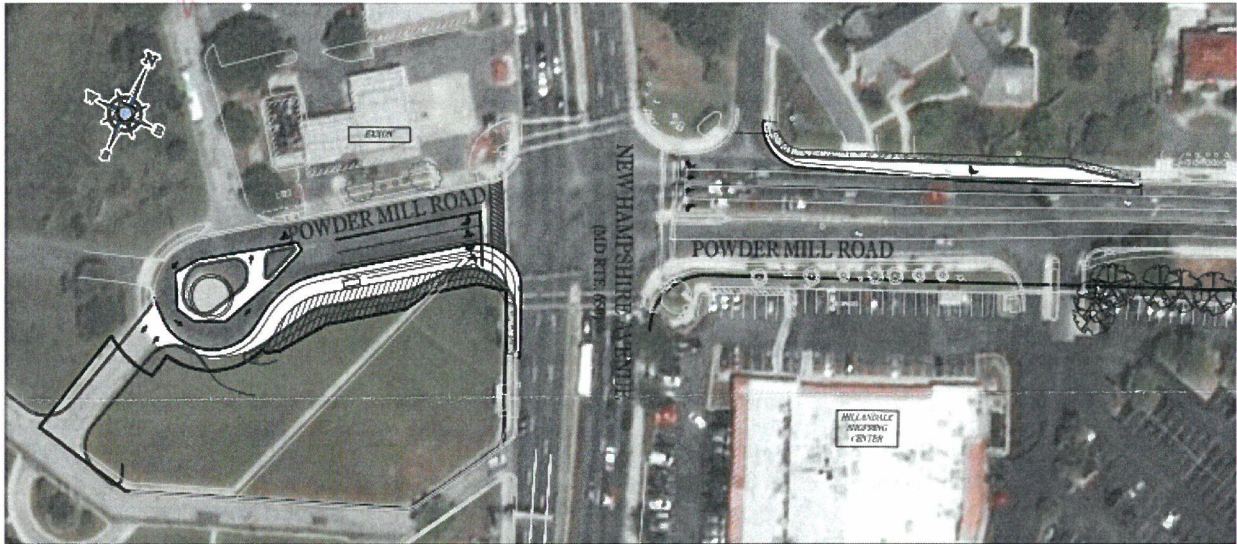
Print Name / (Title)

FDA EMPLOYEE / 30 YEAR LOCAL

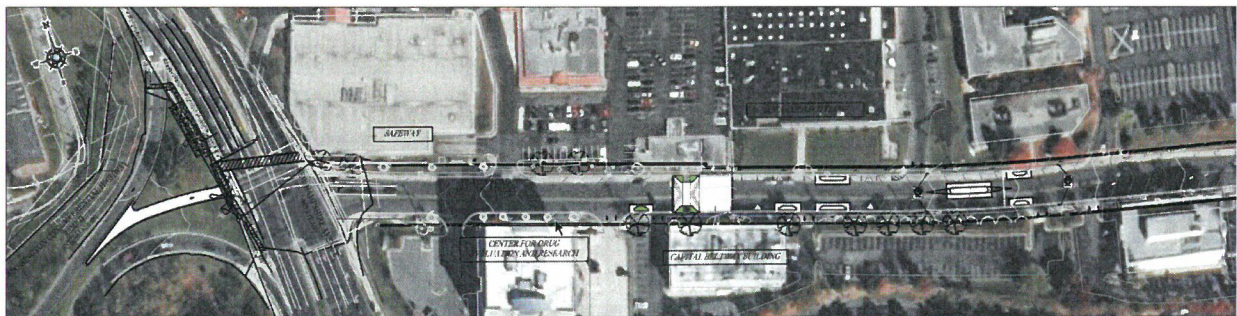
Company/Affiliation

* SIMPLE & EFFECTIVE !

ILLUSTRATIVE: POWDER MILL ROAD IMPROVEMENTS



ILLUSTRATIVE: SLIP RAMP & ELTON IMPROVEMENTS



Date: November 14th, 2018

MCDOT Executive Administrative Aide Stacy Leach
Stacy.Leach@montgomerycountymd.gov
101 Monroe Street, 10th Floor
Rockville, MD 20850

Re: Hillandale LATIP Improvements (LATIP) Testimony

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Please adopt these much needed improvements just as the LATIP envisioned.

Respectfully,

RONALD L. COLLIER
DIVISION MANAGER - SURVEYS
Print Name / (Title)

CHARLES P. JOHNSON & ASSOCIATES
1751 ELTON ROAD SUITE 300
Company/Affiliation/Address SILVER SPRING, MD.
20903

Date: November __, 2018

MCDOT Executive Administrative Aide Stacy Leach
Stacy.Leach@montgomerycountymd.gov
101 Monroe Street, 10th Floor
Rockville, MD 20850

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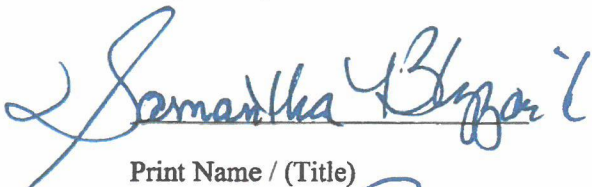
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Please adopt these much needed improvements just as the LATIP envisioned.

Respectfully,


Print Name / (Title)
Samantha Blizzard


Company/Affiliation

Date: November __, 2018

MCDOT Executive Administrative Aide Stacy Leach
Stacy.Leach@montgomerycountymd.gov
101 Monroe Street, 10th Floor
Rockville, MD 20850

RECEIVED
NOV 13 2018
MCDOT
DIRECTOR'S OFFICE

Re: Hillandale LATIP Improvements (LATIP) Testimony

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Respectfully,

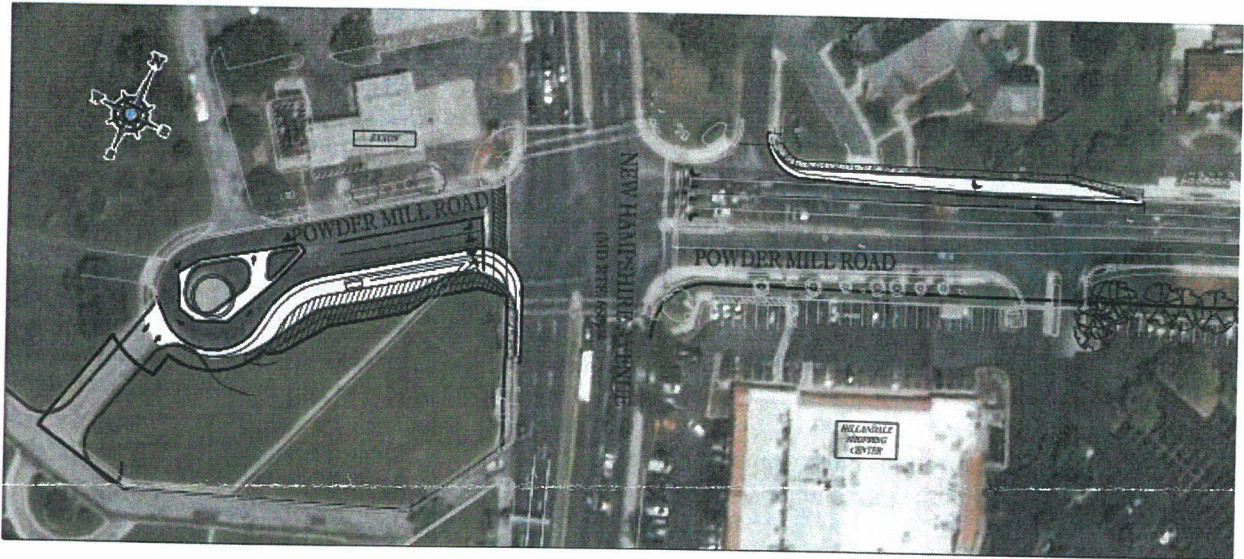
SANDRA PEREZ - Partner

Print Name / (Title)

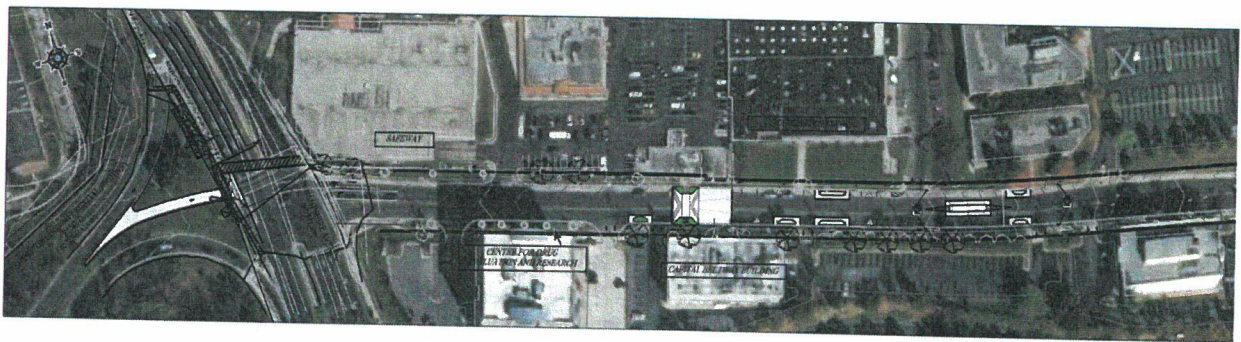
Rockledge Insurance Group

Company/Affiliation

ILLUSTRATIVE: POWDER MILL ROAD IMPROVEMENTS



ILLUSTRATIVE: SLIP RAMP & ELTON IMPROVEMENTS



Leach, Stacy

From: Sean Turner <sturner@cpja.com>
Sent: Thursday, November 15, 2018 9:05 AM
To: Leach, Stacy
Subject: Hillandale LATIP

Ms. Leach,

I work on Elton road and dealing with the issues at the intersection of New Hampshire and Elton Rd. is an inconvenience, to put it mildly. I support the improvements proposed on hillandale-latip.com website. Eliminating the bus stop alone would make a significant improvement to the traffic flow. As you are aware, the intersection is constantly blocked before and during the evening rush.

I would like to suggest three more ideas for consideration. (I fully understand that it may be too late in the process to include additions.)

First, to change or improve the traffic light synchronization along the northbound lanes of New Hampshire Ave. increasing the length of time for a green light at New Hampshire and Powder Mill. To allow traffic to clear on New Hampshire allowing space for traffic turning north onto New Hampshire from Elton Rd.

Second signage denying U-Turns at Southbound New Hampshire Ave and Elton Rd. intersection. Vehicles making a U-turn block at least two lanes on northbound New Hampshire Ave. Causing traffic to back into the intersection (which it does regularly) and up Elton Rd.

Third elimination of the entrance onto northbound New Hampshire Ave, from the shopping center. This may discourage traffic from cutting through, which only makes things worse when attempting to enter back onto New Hampshire Ave. By cutting across lanes to avoid the stopped buses. When the busses are not cutting across lanes to make the left at New Hampshire Ave. and Power Mill Rd.

Thank you for your time.

Sean Turner



Sean Turner
CAD Manager | IT Department
Charles P. Johnson & Associates, Inc.
1751 Elton Road | Suite 300 | Silver Spring, MD 20903
301-434-7000 x123 | 301-434-9394 (fax)
www.cpja.com | sturner@cpja.com

November 14, 2018

VIA ELECTRONIC MAIL

Montgomery County Department of Transportation
c/o Stacy Leach, Executive Administrative Aide

RE: White Oak Local Area Transportation Improvement Program
Proposal from the Duffie Co.

To Whom It May Concern:

Our family resides in the Hillandale Forest neighborhood and we object to the proposed slip ramp proposal at the intersection of New Hampshire Avenue and Elton Road. While we appreciate the efforts that the Duffie Co. has made to develop in the Hillandale community and their efforts to pursue improvements to the capacity failures that exist at the New Hampshire Avenue and Powder Mill Road intersection, we do not believe that the proposed slip ramp will sufficiently relieve the existing or future traffic volume or turning maneuvers at the intersection, nor do we feel sufficient analysis has been performed to gauge the true impacts that the slip ramp will have on the residential streets within the Hillandale Forest community that are already being severely impacted by cut-through traffic.

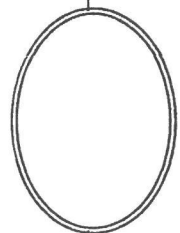
Specifically, we believe that the slip ramp is an untenable proposal without sufficient measures to ensure that cut-through traffic from Riggs Road is not encouraged to traverse through the Hillandale Forest community en route to the slip ramp in order to access the outer loop of the beltway. Therefore, some form of access control would be needed, which would directly impact those of us that reside within the community. Additionally, we believe that these access control measures would put additional pressure on the intersection of Green Forest Drive and Powder Mill Road that would be an unfair outcome as it would have a limiting effect on our community's ability to get in and out of our neighborhood.

Alternatively, we encourage the county's Department of Transportation, along with officials at the State Highway Administration, to continue working with the Hillandale community to study the capacity issues that exist along New Hampshire Avenue, specifically as it relates to the intersection with Powder Mill Road, and to form long-term solutions that aren't achieved at the detriment of the abutting residential community.

Thank you for the opportunity to comment on this proposal,



Shana R. Davis-Cook
Nathan Cook
Residents, Hillandale Forest



THE DUFFIE COMPANIES

57 Randolph Road, STE 200, Silver Spring, MD 20904
Phone: 301 434-3040 Fax: 301 434-3854

Date: November 24th, 2018

MCDOT Executive Administrative Aide Stacy Leach
Stacy.Leach@montgomerycountymd.gov
101 Monroe Street, 10th Floor
Rockville, MD 20850

Re: Hillandale LATIP Improvements (LATIP) Testimony

Dear Ms. Leach:

I write you today on behalf of The Duffie Companies and family to express our support for the immediate adoption of the proposed LATIP improvement package in Hillandale.

The Local Area Transportation Improvement Program is an important component in the realization of the vision crafted by the White Oak Science Gateway Master Plan.

At the time of the LATIP's adoption, the challenges associated with the New Hampshire Avenue/Powder Mill Road intersection were known and recognized within the program. The County Council designated up to \$5M in funds within the program specifically to afford much needed if yet unidentified improvements.

Without designated LATIP projects like those before you today, the program will be powerless to address the needs at the New Hampshire Avenue/Powder Mill Road intersection. We simply must implement improvements. The demands on New Hampshire Avenue will only increase as the Master Plan density begins to materialize. Neither the County (through the direct use of LATIP funds) nor willing local developers (through construction and crediting) can implement necessary solutions if they are not identified and adopted by the program. The New Hampshire Avenue/Powder Mill Road intersection (among the most congested in the thoroughfare) cannot remain the ONLY intersection without programmed improvements. Importantly, we do not want the opportunity presented by the very first LATIP participants (who in this case are both in Hillandale AND willing to construct improvements) to be squandered.

We respectfully request that you adopt the proposed LATIP improvements in Hillandale, namely i) the widening of Powder Mill Road West of New Hampshire Avenue, ii) the extension of the Northbound Right turn lane East of New Hampshire Avenue, and iii) the Slip Ramp along Elton Road along with associated calming measures. We are aware of no arguments challenging the functional ability of these particular improvements to help address the identified need.

We understand and respect the concerns raised by some residents regarding the possibility that the presence of a new ramp could lead to increased usage of local roads. First, we must acknowledge that residents' sensitivity to cut-through traffic is borne of an existing problem. This is NOT a new issue, rather it results from years of what is most often described as unsafe driving (namely speeding) through the neighborhood. Notwithstanding the duration of this issue, only recently were calming measures installed on Powder Mill Road. The already installed calming measures combined with the measures proposed on Elton Road should effectively address the rampant unsafe driving which has generated the sensitivity to cut-through traffic.

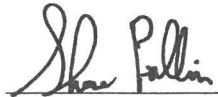
This being acknowledged, residents are nonetheless understandably fearful of cut-through traffic. They are fearful because we on Elton Rd and those on Wooded Way have witnessed increasing cut-through

over the years as more vehicles try to avoid the Level of Service F congestion at the New Hampshire /Powder Mill Road intersection. Ironically those most concerned about the cut-through that exists today should be most supportive of the proposed improvements which are designed to address the congestion and delay at the New Hampshire Avenue/Powder Mill Road Intersection which is among the very causes of the cut through that they reasonably fear. All of this being said, we do not want to do more harm than good and it is for that reason that we have proposed traffic calming on Elton Road and recognize the possible need for additional mitigation (e.g. restricting movements to "one way" at some location).

Unfortunately, as MCDOT witnessed during the many public meetings held on this matter, few (if any) participants were willing to engage in a discussion about the displayed (in handout and display board) alternative solutions to address the cut-through concern. At meeting after meeting prior to the hearing and then speaker after speaker at the public hearing simply reiterated the potential problem while ignoring the proposed solutions. It's as if these solutions do not exist. But they do exist. MCDOT cannot allow a failure to engage in a meaningful discussion about readily implementable solutions be a reason to postpone or prevent the implementation of a much more impactful solution to a problem which affects far more residents of both Montgomery and Prince Georges Counties.

We must not let this opportunity to improve the function and safety of one of the most heavily travelled intersections in Eastern Montgomery County (~60k vehicles per day) pass us by. We urge you to adopt the proposed improvement package (with calming measures) just as the LATIP envisioned.

Respectfully,

A handwritten signature in dark ink, appearing to read "Shane Pollin", is written over a horizontal line.

Shane Pollin
Director of Development
The Duffie Companies

Stephen G. Smith
10201 Riggs Road
Adelphi, Maryland 20783
301-445-0093
stephensmith110@aol.com

RECEIVED
NOV 26 2018
MCDOT
DIRECTOR'S OFFICE

November 22, 2018

Montgomery County Department of Transportation
c/o Executive Administrative Aide Stacy Leach
101 Monroe Street, 10th Floor
Rockville, Maryland 20850

Dear Ms. Leach,

I am writing regarding highway projects proposed for Route 650 (New Hampshire Avenue) and Powder Mill Road and Elton Road. I am opposed to the proposed transportation projects without a systematic network analysis of the Route 650 corridor between Powder Mill Road and Adelphi Road including the entrances and egresses north and south to and from I-495. It is incomprehensible that the County would draw a transportation analysis boundary down the middle of major interstate highway and make decisions regarding traffic on one side without investigating the problems and needs of the other side of the interstate and how it contributes to and may solve issues to the North. This is akin to the left hand not knowing what the right hand is doing.

There are at least two examples of situations south of the beltway contributing to problems in the subject area north. The availability of a single lane northbound on Rt. 650 to access both the eastbound and westbound entrances to the beltway creates significant backups on 650 in the evening rush hour – often below Adelphi Road. As a result, there are vehicles skirting the backup and going up to Powder Mill and making a u-turn to enter the westbound ramp. In the opposite direction, the new traffic light at the innerloop exit to Rt. 650 now backs up southbound traffic on 650 to beyond as well as on Powder Mill. As a result, desperate drivers are taking the left off of 650 on to Elton Road to drive through the neighborhood to Riggs Road. A comprehensive investigation of the entire Rt. 650 traffic situation on both sides of the beltway is necessary for the southern gateway to the White Oak area.

I am particularly opposed to the proposed slip ramp from Rt. 650 to westbound I-495. The cost and minimal benefit to a select number of vehicles is outweighed by the diminishment of safety to the residents of the neighborhoods to the east of Rt. 650 bordered by Elton, Riggs and Powder Mill roads. There would be no way to limit the use

Montgomery County Department of Transportation
c/o Executive Administrative Aide Stacy Leach
page 2 of 2

of the slip ramp only to the existing vehicles of employees, residents and suppliers "inconvenienced" by its absence. Construction of the slip ramp would attract additional westbound I-495 traffic from the existing entrance (northbound on 650 below the beltway) rerouting off Adelphi and Powder Mill on to Riggs, through the neighborhood on to Elton to cross 650. In addition, existing westbound traffic avoiding back-ups at the current entrance already skirt up to U-turn at Powder Mill will be joined by more vehicles to take the left at Elton on to the slip ramp (whether legal or not).

I further find it an injustice to the taxpaying voters of the neighborhood that the developers and County suggest that Elton Road or Wooded Way should be converted to one-way or actually closed as a solution to the added through traffic. This proposal is a substantiation of the actual experiences and concerns of the residents that through traffic would result from the slip ramp and it places their daily needs to enter and exit their homes as secondary to delivery trucks, transient hotel customers, and commuters working on the Elton.

Respectfully,

A handwritten signature in black ink that reads "Stephen D. Smith". The signature is written in a cursive, flowing style.

Stephen Smith

Leach, Stacy

From: Steven W. Jones <sjones@cpja.com>
Sent: Monday, November 19, 2018 10:56 AM
To: Leach, Stacy
Subject: Transportation improvements in Hillandale

Stacy

I whole-heartedly support the Hillandale transportation improvements. As a manager in a business on Elton Road, the proposed improvements will be an incredible safety improvement and avoid u-turns at Powder Mill road and also calm traffic on Elton Road

Sent from my iPhone

Leach, Stacy

From: Tarsha Britt <tbritt@cpja.com>
Sent: Thursday, November 15, 2018 8:04 AM
To: Leach, Stacy
Subject: Hillandale LATIP

"I support the proposed Transportation/Road Improvements in Hillandale".
Thank You!



Tarsha Britt
Administrative Assistant
Charles P. Johnson & Associates, Inc.
1751 Elton Road | Suite 300 | Silver Spring, MD 20903
301-434-7000 x101 | 301-434-7010 (fax)
www.cpja.com | tbritt@cpja.com

Leach, Stacy

From: Tim Kamas <tim.kamas@gmail.com>
Sent: Thursday, November 15, 2018 8:21 PM
To: Leach, Stacy
Subject: Re: Hillandale LATIP improvements

Thank you very much for the opportunity Stacy, sounds like quite a few folks would love do not enter signs on Riggs Road!

On Thu, Nov 15, 2018 at 8:53 AM Tim Kamas <tim.kamas@gmail.com> wrote:
Sounds good, thank you again

On Thu, Nov 15, 2018 at 8:53 AM Leach, Stacy <Stacy.Leach@montgomerycountymd.gov> wrote:

Yes, it is.

Stacy

From: Tim Kamas <tim.kamas@gmail.com>
Sent: Thursday, November 15, 2018 8:42 AM
To: Leach, Stacy <Stacy.Leach@montgomerycountymd.gov>
Subject: Re: Hillandale LATIP improvements

Great, thank you very much.

The meeting is still on correct?

On Thu, Nov 15, 2018 at 8:20 AM Leach, Stacy <Stacy.Leach@montgomerycountymd.gov> wrote:

Good Morning Mr. Kamas,

I have you on the list to testify tonight.

Regards,

Stacy

From: Tim Kamas <tim.kamas@gmail.com>
Sent: Wednesday, November 14, 2018 7:10 PM
To: Leach, Stacy <Stacy.Leach@montgomerycountymd.gov>
Subject: Hillandale LATIP improvements

Good evening,

As a resident and worker in east county I would like to voice my support for the LATIP improvements being proposed in Hillandale, in particular the slip ramp to 495 West. These improvements would have an effect on me personally as I often need to add 10-15 minutes onto my trips to meetings and picking up my daughter at school to account for waiting through multiple light cycles at Elton Road and New Hampshire / Power Mill to take a U turn to get back to 495 West.

Based on the number of folks making the same U turn as me I see dozens if hundreds of cars every day needing to take the same roundabout route.

I want the funds for projects in Hillandale to stay in Hillandale and not end up being lumped into a pot and leaving East County without much needed improvements!

I would be happy to testify to the same if given the opportunity. Thank you for your time.

Tim Kamas

301-991-3505

Leach, Stacy

From: wapolen@aol.com
Sent: Wednesday, November 14, 2018 3:20 PM
To: Leach, Stacy
Subject: Proposed Transportation Improvements

Dear Ms. Leach,

I understand that you are the person at the Montgomery County Department of Transportation gathering feedback/input on the planned improvements for the Eastern part of the County. Therefore I wanted to go on record with you as saying I support the proposed Transportation Improvements in Hillandale.

Thanks you for continuing with these efforts! They will be a great boost to our part of the area.

Wendy Wexler
President
Crockett Lane Homeowners Association (CLHA)



10400 Detrick Avenue
Kensington, MD 20895-2484
(240) 627-9400



November 25, 2018

Stacy Leach
Montgomery County Department of Transportation
101 Monroe Street, #10
Rockville, MD 20850

RE: Proposed Hillandale LATIP-qualifying Traffic Improvements

Dear Ms. Leach:

I am writing in support of qualifying the three Hillandale traffic improvements proposed by The Duffie Companies for inclusion in the White Oak Local Area Transportation Improvement Program ("LATIP"):

1. The extension of the right turn-only lane on west-bound Powder Mill Road approaching the intersection with New Hampshire Avenue,
2. The addition of an eastbound left-turn lane on Powder Mill Road approaching the intersection with New Hampshire Avenue, and
3. The addition of direct access from west-bound Elton Road to the west-bound ramp to Interstate 495 along with traffic calming measures on Elton Road.

These improvements have been reviewed by both the County's Department of Transportation and the State's Department of Transportation (via the SHA). Both departments have found this package of improvements to substantially address both existing and future traffic congestion at the New Hampshire Avenue and Powder Mill Road.

In conjunction with the White Oak Science Gateway Master Plan ("WOSG Plan") revision, Council implemented LATIP as a comprehensive approach to addressing traffic issues such that the benefit of new development approved under the WOSG Plan would not come at a cost of increased traffic dysfunction. The projected cost of necessary improvements to the New Hampshire Avenue and Powder Mill Road intersection, and not the improvements themselves, was determined at the time of Council's approval of the LATIP. Without the adoption of improvements within the LATIP program, neither the County nor other interested parties (through construction and crediting) can implement necessary solutions and there is significant risk that no improvements will be made to the intersection.

As an owner in the newly built Victory Crossing senior rental community at New Hampshire Avenue and Route 29 and the majority owner in the Hillandale Gateway development (a redevelopment of the 96-unit Holly Hall Apartments and neighboring one-acre parcel at the southwest corner of New Hampshire Avenue and Powder Mill Road), the Housing Opportunities Commission ("HOC") is at the forefront of bringing the first significant new investment in rental housing in White Oak and Hillandale in decades. Between Victory Crossing and Hillandale Gateway, HOC is generating development in support of mixed-income housing that serves both families and seniors at two of the three key nodes identified by the WOSG Master Plan, namely the White Oak and Hillandale nodes.

HOC's partner in the Hillandale Gateway redevelopment, The Duffie Companies owns several properties in White Oak and Hillandale. Together, HOC and The Duffie Companies own nearly all the property, on both sides of New Hampshire Avenue between Interstate 495 and Powder Mill Road. Having been owners of substantial commercial and residential rental properties in White Oak and Hillandale for decades, HOC and The Duffie Companies know the desperate need for reinvestment in the area's traffic management infrastructure.

Eastern Montgomery County has long been passed over for new development and other capital reinvestment. With so many having now done the hard work of – at long last – making possible that reinvestment, we must ensure the promise of the LATIP is delivered upon. Throughout the WOSG Plan revision and LATIP approval, HOC and Duffie have fought to ensure that the LATIP fee monies owed by our future developments would be used in White Oak and Hillandale.

The New Hampshire Avenue-Powder Mill Road intersection is singularly the worst intersection in the entire WOSG Plan, and New Hampshire Avenue serves approximately 60,000 automobiles per day. With a complete absence of countervailing evidence, these three improvements must be allowed to qualify for LATIP eligibility and be supported by the County's Department of Transportation.

We are trying to convince the region that investment in White Oak and Hillandale – both in new, Class A residential rental; in the New Hampshire Avenue BRT route; in a new Washington Adventist Hospital location; and in the FDA's consolidated campus – will be met with successful outcomes. If these three traffic improvements which are so clearly beneficial to the most challenged intersection in the WOSG Plan are not made, we put all present and future investment in White Oak and Hillandale at risk.

These three improvements do not prohibit further, future traffic improvements. HOC is prepared to ally with *any* stakeholder to appeal for identifiable traffic improvements for White Oak and Hillandale. HOC supports the inclusion of the traffic calming measures on Elton Road as a direct measure against existing traffic issues endured by our single-family neighbors.

However, we must begin to confront the existing traffic issues at the intersection of New Hampshire Avenue and Powder Mill Road, if we have any hope of a functional WOSG Plan. This means that we must prioritize serving the existing traffic of 60,000 cars a day, serving the area's seniors with roads that allow for efficient EMS travel, serving the employees of the FDA campus such that the FDA does not regret having chosen White Oak for its consolidated headquarters, and serving the residents of affordable housing for whom time spent in traffic costs all the more dearly.

Sincerely,

A handwritten signature in black ink, appearing to read 'Zachary Marks', with a stylized, flowing script.

Zachary Marks
Director of Development

Leach, Stacy

From: Annette Leach <aleach@cpja.com>
Sent: Thursday, November 15, 2018 8:27 AM
To: Leach, Stacy
Subject: Hillandale Support

Good Morning Ms. Leach,

I wanted to take a moment to show my support for the proposed transportation improvements in Hillandale.

Thank you,



Annette Leach
Charles P. Johnson & Associates, Inc.
1751 Elton Road | Suite 300 | Silver Spring, MD 20903
301-434-7000 x100 | 301-434-9394 (fax)
www.cpja.com | aleach@cpja.com

Leach, Stacy

From: Azana Abraham <azanaabraham@gmail.com>
Sent: Thursday, November 15, 2018 8:14 PM
To: Leach, Stacy
Subject: Hillandale LATIP

Dear Ms. Leach,

I am writing in **support** of the proposed Hillandale LATIP improvements, including the slip ramp and traffic calming options for Elton Road. As a Hillandale resident, I can attest to the terrible traffic conditions at the intersection of Powder Mill Road and New Hampshire Avenue during the weekday mornings.

According to the State Highway Administration's traffic data, less than 500 vehicles use Powder Mill Road to access the westbound I-495 ramp between the hours of 6:00 am and 10:00 am on weekdays. In comparison, more than 1,700 vehicles use Powder Mill to travel southbound on New Hampshire during the same four hour period. Since existing traffic can currently use the traffic light at Elton Road to go southbound on New Hampshire, any traffic impacts to the residential neighborhood are likely to continue without the appropriate traffic calming measures. Therefore, I urge the county to approve the slip ramp and traffic calming proposal.

This improvement is also an important component in the realization of the vision crafted by the White Oak Science Gateway Master Plan. At the time of the LATIP's adoption, the challenges associated with the New Hampshire Avenue/Powder Mill Road intersection were well known and recognized within the program. The County Council designated up to \$5 million in funds within the program to address much needed but yet to be identified improvements.

Without designated LATIP projects like these, the program will be powerless to address the needs at the New Hampshire Avenue/Powder Mill Road intersection. The demands on New Hampshire Avenue will only increase as the Master Plan density begins to materialize. Neither the County (through the direct use of LATIP funds) nor willing local developers (through construction and tax credits) can implement necessary solutions if they are not identified and adopted by the program. The New Hampshire Avenue/Powder Mill Road intersection (among the most congested in the thoroughfare) cannot remain the only intersection without programmed improvements. More importantly, I do not want the opportunity presented by the very first LATIP participants (who in this case are both in Hillandale AND willing to construct improvements) to be squandered.

I respectfully request that you adopt the following proposed LATIP improvements in Hillandale,

1. the widening of Powder Mill Road west of New Hampshire Avenue;
2. the extension of the northbound right turn lane East of New Hampshire Avenue; and
3. the slip ramp along Elton Road along with associated calming measures.

I understand and respect the concerns raised by some regarding the possibility that the presence of a new ramp could lead to increased usage of local roads. However, I believe that there are several viable solutions (including the proposed mitigations along Elton) to address those concerns.

Please adopt these much needed improvements just as the LATIP envisioned.

Sincerely,
Azana Abraham
1937 Powder Mill Rd

Date: November __, 2018

MCDOT Executive Administrative Aide Stacy Leach
Stacy.Leach@montgomerycountymd.gov
101 Monroe Street, 10th Floor
Rockville, MD 20850

RECEIVED
NOV 15 2018
MCDOT
DIRECTOR'S OFFICE

Re: Hillandale LATIP Improvements (LATIP) Testimony

Dear Ms. Leach:

I write you today to express my support for the immediate adoption of the proposed LATIP improvement package in Hillandale.

The Local Area Transportation Improvement Program is an important component in the realization of the vision crafted by the White Oak Science Gateway Master Plan.

At the time of the LATIP's adoption, the challenges associated with the New Hampshire Avenue/Powder Mill Road intersection were known and recognized within the program. The County Council designated up to \$5M in funds within the program specifically to afford much needed if yet unidentified improvements.

Without designated LATIP projects like those before you today, the program will be powerless to address the needs at the New Hampshire Avenue/Powder Mill Road intersection. We simply must implement improvements. The demands on New Hampshire Avenue will only increase as the Master Plan density begins to materialize. Neither the County (through the direct use of LATIP funds) nor willing local developers (through construction and crediting) can implement necessary solutions if they are not identified and adopted by the program. The New Hampshire Avenue/Powder Mill Road intersection (among the most congested in the thoroughfare) cannot remain the ONLY intersection without programmed improvements. Importantly, I do not want the opportunity presented by the very first LATIP participants (who in this case are both in Hillandale AND willing to construct improvements) to be squandered.

I respectfully request that you adopt the proposed LATIP improvements in Hillandale, namely i) the widening of Powder Mill Road West of New Hampshire Avenue, ii) the extension of the Northbound Right turn lane East of New Hampshire Avenue, and iii) the Slip Ramp along Elton Road along with associated calming measures. I am aware of no arguments challenging the functional ability of these particular improvements to help address the identified need.

I understand and respect the concerns raised by some regarding the possibility that the presence of a new ramp could lead to increased usage of local roads. However, I believe that there are several viable solutions (including the proposed mitigations along Elton) to address those concerns.

Please adopt these much needed improvements just as the LATIP envisioned.

Respectfully,

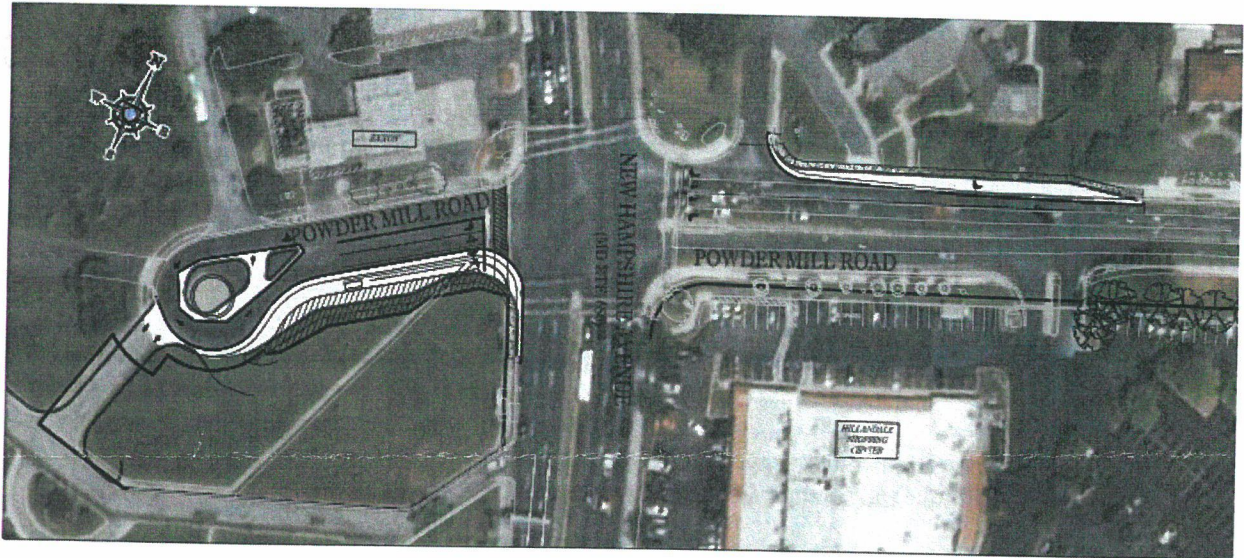
Bernardita Beraci TCH, MSH
CEO

Print Name / (Title)

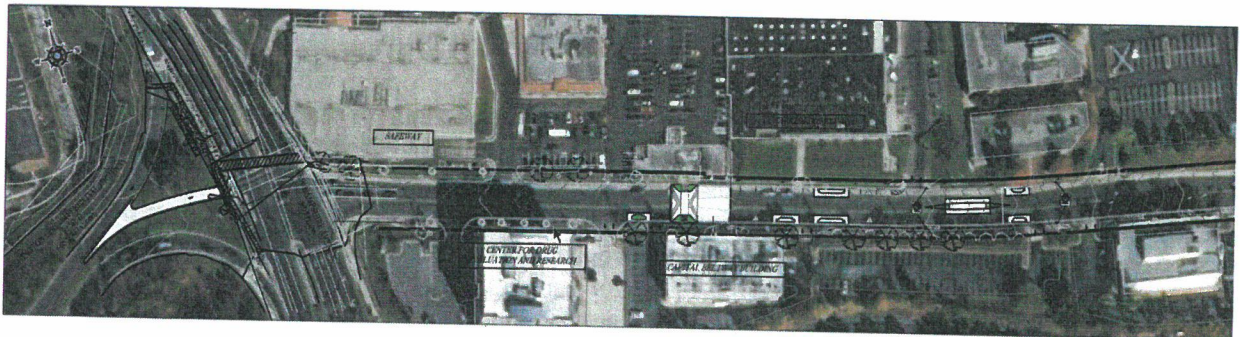
Logistics Healthcare

Company/Affiliation

ILLUSTRATIVE: POWDER MILL ROAD IMPROVEMENTS



ILLUSTRATIVE: SLIP RAMP & ELTON IMPROVEMENTS



The Labquest Partnership
10733 Kinloch Road, Silver Spring, MD 20903

November 14, 2018

Ms. Stacy Leach
Montgomery County Department of Transportation
101 Monroe St. #10
Rockville, MD 20850
Via electronic transmission (Stacy.leach@montgomerycountymd.gov)

Re: Support for transportation improvements in the Hillandale area

Dear Ms. Leach,

During the 27+ years our Labquest Partnership has worked to close and clean up a Brac'd Military Base, keep Tunnel 9 open, and consolidate the US Food and Drug Administration from 48 buildings in 22 locations to one consolidated campus at White Oak, Maryland.

We have addressed the transportation issues in each of our monthly meetings. We supported many transportation initiatives such as the turn in lanes into the Federal Research center (FRC), light sequencing, two entrances off the New Hampshire Ave, NE entrance (FDA Blvd) to Cherry Hill Road and many other transportation projects under the guidance of Bob Simpson, Montgomery County Department of Transportation.

Now it is time to make additional transportation adjustments. We support the thoughtful initiatives that Shane Pollin and the Duffie Company have proposed and hope you all do too.

Over the years, many thoughtful people have come up with the transportation solutions before you on Thursday. The solutions cover most of the collected signage and transportation solutions. We don't expect every solution but these items before you are a great continuation of Bob Simpson's and MC DOT's work and will make our transportation life much better in the Hillandale area.

Sincerely,

Betsy Bretz

LABQUEST Chair

Executive Directors Dan Marren, Rob Richardson, Marc Bloom

Leach, Stacy

From: Betsy Bretz <bbretz@comcast.net>
Sent: Monday, November 12, 2018 5:50 PM
To: Leach, Stacy
Cc: Betsy Bretz
Subject: Fwd: Hillandale Master Plan Transportation Improvements

Page three:

We almost forgot to mention going north on New Hampshire Ave something needs to be done for the right lane MUST turn right at Elton Road not keep going and illegally forcing into curb lane of New Hampshire Ave . Btw—Along Cherry Hill /Selman Road there are yellow pipes that help explain/require a right turn. There is a good traffic calming circle on Selman just before the Beltsville Police station.

Thank you, Betsy Bretz

Sent from my iPhone

Begin forwarded message:

From: Betsy Bretz <bbretz@comcast.net>
Date: November 12, 2018 at 4:04:06 PM EST
To: stacy.leach@montgomerycountymd.gov
Cc: Betsy Bretz <bbretz@comcast.net>
Subject: Fwd: Hillandale Master Plan Transportation Improvements

Additional comments page 2.:

A car needs to hit the lights and continue on with lighting sequenced to move traffic not drive from one light to the next.

Btw-there are two bus stops with in New Hampshire Ave at the Hillandale shopping center contributing to back up traffic. Please get rid of one or both stops.

In conclusion, please pass the proposed improvements done by the developers so the same traffic issues don't keep repeating year after year. (Especially since 1991).

The developer can make the improvements with the projects rather than putting their check in general funds and never getting done.

Thanks so much for your consideration of these issues.

Respectfully, Betsy and Craig Bretz

Sent from my iPhone

Begin forwarded message:

From: Betsy Bretz <bbretz@comcast.net>
Date: November 12, 2018 at 3:42:17 PM EST
Subject: Hillandale Master Plan Transportation Improvements

Hello Ms. Leach,

We endorse the traffic improvements proposed for the Hillandale area which are before you. We live on Kinloch Road which starts at Powdermill Rd and winds back to the GSA property fence line.

Many of the proposed improvements have been before Montgomery and Prince George's DOT since 1991 when I was President of the Hillandale Citizens Association. Two have been installed and are very helpful. #1. The speed cameras on Powdermill Rd and #2. The speed humps(just installed) on Wooded Way and Elton Road. Both seem to make a difference.

Before you, there are several actions that you could take which would be a BIG step forward in making traffic flow on New Hampshire, Powdermill and Elton.

1. Please make the right turn lane on Powdermill longer so cars can get in the cue.
2. on Elton, please add traffic calming projects with shrubbery (as proposed) especially near the new HomeSuites /Hilton hotel and add a slip ramp(which was temporarily there during Beltway/New Hampshire Construction years ago) This ramp will enable cars and trucks to get on The Beltway toward Virginia without making a U turn at the light. Perhaps it could be similar to Route 29 & New Hampshire left turn light.

(Last week I was in the left turn lane on New Hampshire Ave to go on Powdermill at the Labor College. The five cars in front of me ALL made a U turn and I had to wait for another light sequence to turn left in to the College/Holly Hall property)

Finally, the traffic light sequencing on New Hampshire Avenue needs serious adjustments. A car needs to hit the lights

Sent from my iPhone

Leach, Stacy

From: Bob Peters <bob.peters6@verizon.net>
Sent: Monday, November 19, 2018 5:06 PM
To: Leach, Stacy
Subject: Traffic Improvements in Hillandale

Ms. Leach,

With the development of a Hilton Hotel and senior citizen housing by the Beltway and New Hampshire Ave, traffic improvements on New Hampshire Av,. an already congested region, traffic improvements are vital to the region. The planned BRT makes improvements now even more important. In my opinion the plans submitted by Duffie are a good starting point.

Sincerely,
Robert A. Peters

Leach, Stacy

From: Braxton R. Richardson III <brrichardson3@aol.com>
Sent: Wednesday, November 14, 2018 2:45 PM
To: Leach, Stacy
Subject: Hillandale Transportation Improvement Plan

Ms. Leach,

Please be advised that I fully support the proposed Transportation Improvement Plan for the Hillandale neighborhood.

I am a resident and own properties on both the east and the north sides of the proposed improvement areas, and believe the recommended changes to be the best of all alternatives available. Thank you.

V/s, Rob Richardson
716 Edelblut Drive
Silver Spring, Maryland 20901

Sent from my iPhone

Leach, Stacy

From: Carmen Anleu <carmen.d.anleu@gmail.com>
Sent: Wednesday, November 14, 2018 3:32 PM
To: Leach, Stacy
Subject: Hillandale LATIP Testimony

Dear Ms. Leach,

I am writing in **support** of the proposed Hillandale LATIP improvements, including the slip ramp and traffic calming options for Elton Road. As a Hillandale resident, I can attest to the terrible traffic conditions at the intersection of Powder Mill Road and New Hampshire Avenue during the weekday mornings.

According to the State Highway Administration's traffic data, less than 500 vehicles use Powder Mill Road to access the westbound I-495 ramp between the hours of 6:00 am and 10:00 am on weekdays. In comparison, more than 1,700 vehicles use Powder Mill to travel southbound on New Hampshire during the same four hour period. Since existing traffic can currently use the traffic light at Elton Road to go southbound on New Hampshire, any traffic impacts to the residential neighborhood are likely to continue without the appropriate traffic calming measures. Therefore, I urge the county to approve the slip ramp and traffic calming proposal.

This improvement is also an important component in the realization of the vision crafted by the White Oak Science Gateway Master Plan. At the time of the LATIP's adoption, the challenges associated with the New Hampshire Avenue/Powder Mill Road intersection were well known and recognized within the program. The County Council designated up to \$5 million in funds within the program to address much needed but yet to be identified improvements.

Without designated LATIP projects like these, the program will be powerless to address the needs at the New Hampshire Avenue/Powder Mill Road intersection. The demands on New Hampshire Avenue will only increase as the Master Plan density begins to materialize. Neither the County (through the direct use of LATIP funds) nor willing local developers (through construction and tax credits) can implement necessary solutions if they are not identified and adopted by the program. The New Hampshire Avenue/Powder Mill Road intersection (among the most congested in the thoroughfare) cannot remain the only intersection without programmed improvements. More importantly, I do not want the opportunity presented by the very first LATIP participants (who in this case are both in Hillandale AND willing to construct improvements) to be squandered.

I respectfully request that you adopt the following proposed LATIP improvements in Hillandale,

1. the widening of Powder Mill Road west of New Hampshire Avenue;
2. the extension of the northbound right turn lane East of New Hampshire Avenue; and
3. the slip ramp along Elton Road along with associated calming measures.

I understand and respect the concerns raised by some regarding the possibility that the presence of a new ramp could lead to increased usage of local roads. However, I believe that there are several viable solutions (including the proposed mitigations along Elton) to address those concerns.

Please adopt these much needed improvements just as the LATIP envisioned.

Sincerely,

Carmen Anleu

2101 Powder Mill Road
Silver Spring, MD 20903

Leach, Stacy

From: fefifofinn@aol.com
Sent: Thursday, November 08, 2018 4:42 PM
To: Leach, Stacy
Subject: MC DOT proposed improvements in Hillandale

I DO NOT support the following MD DOT proposed improvements in Hillandale:

- (1) Traffic calming on Elton Road
- (2) Slip ramp
- (3) Additional Powder Mill Lane
- (5) Bus stop removal

I DO support the following proposed improvement:

- (4) Lengthening right turn lane from Powder Mill to New Hampshire Ave.

Carol A. Finn
9707 Laconia Dr.
Adelphia, MD 20783

RECEIVED

NOV 15 2018

MCDOT
DIRECTOR'S OFFICE

Date: November __, 2018

MCDOT Executive Administrative Aide Stacy Leach
Stacy.Leach@montgomerycountymd.gov
101 Monroe Street, 10th Floor
Rockville, MD 20850

Re: Hillandale LATIP Improvements (LATIP) Testimony

Dear Ms. Leach:

I write you today to express my support for the immediate adoption of the proposed LATIP improvement package in Hillandale.

The Local Area Transportation Improvement Program is an important component in the realization of the vision crafted by the White Oak Science Gateway Master Plan.

At the time of the LATIP's adoption, the challenges associated with the New Hampshire Avenue/Powder Mill Road intersection were known and recognized within the program. The County Council designated up to \$5M in funds within the program specifically to afford much needed if yet unidentified improvements.

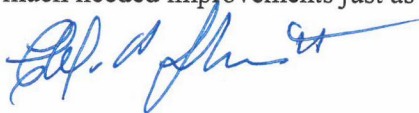
Without designated LATIP projects like those before you today, the program will be powerless to address the needs at the New Hampshire Avenue/Powder Mill Road intersection. We simply must implement improvements. The demands on New Hampshire Avenue will only increase as the Master Plan density begins to materialize. Neither the County (through the direct use of LATIP funds) nor willing local developers (through construction and crediting) can implement necessary solutions if they are not identified and adopted by the program. The New Hampshire Avenue/Powder Mill Road intersection (among the most congested in the thoroughfare) cannot remain the ONLY intersection without programmed improvements. Importantly, I do not want the opportunity presented by the very first LATIP participants (who in this case are both in Hillandale AND willing to construct improvements) to be squandered.

I respectfully request that you adopt the proposed LATIP improvements in Hillandale, namely i) the widening of Powder Mill Road West of New Hampshire Avenue, ii) the extension of the Northbound ~~Right turn lane East of New Hampshire Avenue~~, and iii) the Slip Ramp along Elton Road along with associated calming measures. I am aware of no arguments challenging the functional ability of these particular improvements to help address the identified need.

I understand and respect the concerns raised by some regarding the possibility that the presence of a new ramp could lead to increased usage of local roads. However, I believe that there are several viable solutions (including the proposed mitigations along Elton) to address those concerns.

Please adopt these much needed improvements just as the LATIP envisioned.

Respectfully,



Charles P. Johnson II, V.P.

Print Name / (Title)

Charles P. Johnson & Assoc., Inc.

Company/Affiliation

Leach, Stacy

From: Cindy Curilla <cindy.curilla@gmail.com>
Sent: Wednesday, November 14, 2018 12:33 PM
To: Leach, Stacy
Subject: Hillandale, MD

I support the proposed Hillandale transportation project. Thank you from a Colesville resident.

Leach, Stacy

From: Clinton Scott Jr <cscott51@hotmail.com>
Sent: Wednesday, November 14, 2018 2:49 PM
To: Paylor, Michael L.; Leach, Stacy; HCA Board
Cc: finnegan20903@yahoo.com; Lillie R. Brown; James Banks
Subject: Beltway Slip Ramp Public Hearing

Dear Mr. Paylor:

Below is the email sent to Ms. Leach on November 12th. Over the past 8 years, we have attended, submitted written comments, and/or provided oral testimony at numerous community meetings and Montgomery County Council (MCC) public hearings regarding developer proposals for a Beltway Slip Ramp linking Elton Road to the Beltway. ***Without exception, at every community meeting, the overwhelming majority of residents in both Prince Georges and Montgomery Counties are adamantly against developer proposals for a Beltway Slip Ramp.***

We sincerely hope tomorrow's Public Hearing finally puts this issue to rest once and for all.

Clinton E. Scott, Jr.
Juanita G. Scott
1779 Elton Road
Silver Spring, MD 20903
(301) 445-3953

November 12, 2018

Stacy Leach, Executive Administrative Aide
Montgomery County Department of Transportation
101 Monroe Street, 10th Floor, Rockville, MD 20850

Subject: Slip Ramp Public Hearing

Dear Ms. Leach:

We are deeply concerned that an applicant's proposed Beltway slip ramp is being seriously considered by the Montgomery County Department of Transportation as a viable alternative to relieve traffic volume on Riggs Road, Powder Mill Road, Wooded Way, and Elton Road.

We have been citizens of Hillandale, Maryland for 39 years. ***We are deeply concerned that the construction of a Beltway Slip Ramp involving Riggs Road/Powder Mill Road, Wooded Way, and Elton Road would cause a dangerous residential traffic issue for all citizens who reside on these streets.***

For the past 39 years, we have lived in the Hillandale Forest subdivision on the Montgomery County side of Elton Road. We have seen a steady increase in traffic flow on our street by non-residents who use Elton Road as a short cut to and from New Hampshire Avenue. If a Beltway Slip Ramp is built that provides direct access to the Beltway from Elton Road, we fear our quiet residential area will become a busy freeway, and this increased traffic burden will cause a clear and present danger to the safety of neighborhood children and pedestrians.

It is imperative this adverse impact to our neighborhood be fully addressed at the Public Hearing on Thursday, November 15th before any permit is granted that would increase traffic volume.

Thank you for your attention to this matter.

Sincerely,

Clinton E. Scott, Jr.
Juanita G. Scott
1779 Elton Road
Silver Spring, MD 20903
(301) 445-3953

Leach, Stacy

From: Crys A Turner <CTurner@cpja.com>
Sent: Thursday, November 15, 2018 10:11 AM
To: Leach, Stacy
Subject: Hillandale Transportation Improvements

Stacy,

I support the proposed Transportation Improvements in Hillandale, especially the "Slip Ramp".

Thank you and have a great day,



Crys A Turner
Assistant CAD Manager | IT Department
Charles P. Johnson & Associates, Inc.
1751 Elton Road | Suite 300 | Silver Spring, MD 20903
301-434-7000 x122 | 301-434-9394 (fax)
www.cpja.com | CTurner@cpja.com

Greater Colesville Citizens Association

PO Box 4087
Colesville, MD 20914
November 15, 2018

Montgomery County Department of Transportation
Attn: Stacy Leach
101 Monroe St, 10th Floor
Rockville, MD 20850

Re: New Hampshire Ave/Powder Mill Road Intersection Improvements.

Dear Stacy Leach:

The Greater Colesville Citizens Association represents 3500 households in Colesville, which covers an area 1 ½ to 2 miles around the intersection of Randolph and New Hampshire Ave. Due to our proximity, our residents travel through and are affected by the New Hampshire Ave/Powder Mill Intersection. We have been complaining for some four decades about this area of high congestion and accordingly, we support the four proposed improvements. We also support the removal of the northbound New Hampshire Ave bus stop at the intersection with Powder Mill Road.

The 1997 White Oak Master Plan (page 49) and 2014 White Oak Science Gateway (WOSG) Master Plan (page 54) call for improvements to the subject intersection to address congestion. The intersection was identified in the White Oak Local Area Transportation Improvement Program (LATIP) as one of 27 projects. These plans were all approved by the Council after extensive public hearings. If the LATIP didn't apply to WOSG area, the Planning Board's Local Area Transportation Review (LATR) process would require improvements to the subject intersection as a condition of approval for the Hilton Hotel now under construction and the Hillandale Gateway project, which has received sketch plan approval. As a result, there is every reason to approve at this time improvements to the subject intersection. They are just the first set of improvements that would address mobility needs in Hillandale.

We would also like to point out the Federal General Services Administration 2018 Master Plan and Environment Impact Statement for the consolidation of FDA at White Oak calls for improvements to the subject intersection.

We endorse the technical studies provided by the Duffie Companies which are technically supported by MC DOT and SHA. We support the following proposed improvements:

1. Add a lane on the west leg of Powder Mill. This will provide capacity to support the Hillandale Gateway Project.
2. Lengthen the right-turn lane on Powder Mill (east leg). This will provide more space for vehicles turning northbound onto New Hampshire rather than sitting in the thru/left turn lanes and taking capacity away from the intersection.
3. Add Slip Ramp from Elton Road to westbound beltway. Today there is no convenient way for vehicles coming from the shopping center, from businesses along Elton or from the residential area along Elton to access the beltway westbound.

There are three roundabout ways used currently to access the beltway westbound. First, some drivers use the shopping center or residential area to access Powder Mill so they can turn southbound on New Hampshire to reach the ramp. The access to Powder Mill is not protected (no signal) so the possibility of an accident is higher. The traffic study found that over 15% of the vehicles on Powder Mill fall into this category and therefore are a major contributor to the congestion.

A second way used to access the westbound beltway is for drivers to exit Elton Road onto northbound New Hampshire and make a U-turn at Powder Mill. This method adds more vehicles to the subject intersection so it also reduces capacity available for other drivers. The many tractor trailers that need to make this U-turn take a long time to make the turn and thus reduce southbound capacity even more.

A third way used to access the westbound beltway is to exit Elton Road onto southbound New Hampshire Ave and make a U-turn at Oakview Dr, which just adds to the congestion at that location.

The slip ramp provides a direct way to access the beltway westbound and reduces congestion at the subject intersection. It also improves safety on Powder Mill and reduces congestion on New Hampshire Ave at Oakview Dr.

4. Traffic Calming on Elton Road. The citizens along Elton Road and Wooded Way in Prince George's County have a long standing concern about what they call cut-thru traffic. That traffic is surely a mix of people who are cutting through between Riggs Road and New Hampshire, people who live in that community and people who are destined for the shopping center, office or residence. We have heard the residents say the issue is speeding and the resulting accidents, not volume. Prince George's County recently installed speed humps in their section of Elton and on Wooded Way. The proposal here is to provide a raised crosswalk and features to narrow the pavement in the Montgomery County section of Elton. The efforts in both counties together should go a long way toward reducing speeding and accidents.

The Hillandale Citizens Association in its January 17, 2017 testimony to the Council on the LATIP projects indicated the congestion at Powder Mill and Riggs Road is part of the reason for the cut-thru traffic on Elton and Wood Way. GCCA agrees with that assessment and the same logic would apply to the congestion at the subject intersection. Therefore reduced congestion at the subject intersection would surely reduce the cut-thru volume, especially with the installation of speed humps..

DOT has identified six other alternatives for reducing volume. The residents should decide whether they want any of them. We however suggest waiting a period of time to determine whether this set of traffic calming and congestion reduction measures along with already installed speed humps sufficiently addresses the concerns of the residents.

5. Eliminate Bus Stop. Page 244 of the traffic engineering worksheets for the LATIP (see DOT web site) shows the existing level of service (LOS) as a "C" at the subject intersection. Everyone who drives through that intersection knows that the existing LOS is a severe "F". The question is, why the difference? One factor is the short right-turn lane from westbound Powder Mill. Improvement 2 above will address that shortcoming. The only other shortcoming we could

identify is related to the bus stop on northbound New Hampshire Ave, just before Powder Mill. Buses stop there for much of the green signal time, which prevents vehicles from turning right onto Powder Mill or proceeding thru the intersection. From a traffic engineering point of view, this largely reduces the northbound travel lanes from three to two. We recommend this bus stop be eliminated. There is already another bus stop about 450 further south by the Safeway that can satisfy the transit needs. We think that most of the people who will be using transit are coming from the shopping center, from the businesses along Elton, from the Hilton that is under construction, and from the planned Hillandale Gateway project which is adjacent to the existing westbound ramp to the beltway. Accordingly we think the stop next to the Safeway will be used by most people rather than the one by Powder Mill.

Future improvements. The above five changes need to be considered as only the first set of improvements. A CIP project exists to design a BRT corridor on New Hampshire Ave. BRT and the related restructuring of the local bus will reduce road traffic demand at the subject intersection. We think the ideal locations for the BRT station in Hillandale are just north of the Elton Road/Slip Ramp improvement. The queue jumper included in improvement 3 will help minimize BRT delay. Until BRT can be implemented, the queue jumper will reduce local bus delay and also reduce vehicle congestion on southbound New Hampshire because the stopped buses will no longer block a travel lane.

If the above changes don't fully address congestion in the area, other improvements are possible! The LATIP includes bikeways on New Hampshire Ave and Powder Mill as separate projects. These two projects and the BRT could further reduce congestion. These projects are separate from the LATIP New Hampshire Ave/Powder Mill intersection improvement. It is not practical to attempt to address all these projects at one time, as some suggest. After the above projects are built, conditions may warrant further improvements. The work being proposed is what can be done with the LATIP fee and Transportation Impact taxes available at this time.

If the decision is not to approve these improvements, it will surely be a decade or more before improvement can be made. The LATIP funds will be earmarked for the White Oak LATIP and near-term projects in the CIP are in the Tech Road and Industrial Parkway area. The impact tax funds will go into the general fund and can be used for projects anywhere in the county. Getting them back to address congestion at the subject intersection will be an uphill battle.

Lastly, we have not heard anyone suggest other improvements for the subject intersection. If the decision is not to proceed with the improvement now, MC DOT could very well propose the same improvements in a decade or so. They have testified multiple times that the developers could implement the projects faster and likely at a lower cost.

Now is the time to proceed with the proposed improvements. Approve them!

Sincerely



Daniel L Wilhelm
GCCA President

Leach, Stacy

From: Dan Wilhelm <djwilhelm@verizon.net>
Sent: Monday, November 19, 2018 2:21 PM
To: Leach, Stacy
Subject: RE: More Import concerning the Hillandale Improvements

Stacy

I got to thinking about the second paragraph below and how many people access Powder Mill headed west in the evening and enter Powder Mill from the south side of the road. A feel can be obtained by looking at the Powder Mill west bound traffic at Riggs Road (MD 212) and at New Hampshire Ave. According to page 283 of the LATIP traffic study, there are 118 vehicles headed west and 707 vehicles (260+25+422) arrive at New Hampshire (page 244) , or a difference of 589 vehicles. There are some residents entering the road from both sides, but in the evening peak period most people are headed home, not away. There is also the problem with the sheet on page 283 contains errors, since it has zero right –turns from MD212 onto Powder Mill. While an exact number can't be determined, the data implies that a lot of vehicles are cutting thru Green Forest, as the community suggests. The data does indicate that many of those vehicles are turning south onto NH and surely onto the beltway westbound. Providing the slip ramp would remove a large percentage of the vehicles headed south on New Hampshire (likely in the 350-400 range).

Dan Wilhelm

From: Dan Wilhelm [mailto:djwilhelm@verizon.net]
Sent: Friday, November 16, 2018 9:41 AM
To: 'stacy.leach@montgomerycountymd.gov'
Subject: More Import concerning the Hillandale Improvements

Last night Chis Conklin indicated the delay on New Hampshire Ave was not too much above the 80 second standard. That is not true, especially New Hampshire Ave northbound in the evening. It is much longer. One person who spoke last night indicated people avoid that road segment in the evening and use Riggs Road (which is stop and go) and cut-thru Wooded Way and Elton Road to avoid it. When I was working in Virginia, I drove that section every workday. At the time New Hampshire Ave backed up from Powder Mill Road to almost Piney Branch Road every day and sometimes even before Piney Branch Road. I don't know how long that time is but 15 minutes would not be unreasonable. I'm sure that the situation has not improved. I rarely use Elton Road but once it took me three signal cycles to exit onto northbound New Hampshire and I was only the third vehicle in line. The biggest problem is the buses.

I would like to point out that the citizens in neighborhood along Elton, Wooded Way and Green Forest are so stressed that they are not hearing what is being said about how the slip ramp will help reduce cut-thru traffic. See my testimony about the congestion on Powder Mill causing more cut-thru traffic. There was also a man who works in one of the office buildings along Elton and said about half of the 50-60 people in his office need to travel west on the beltway. To access the beltway they travel on Elton, Wooded Way and Green Forest to Powder Mill. Installing the slip ramp would reduce many cut-thru trips not only from that one office but others along Elton Road.

Dan Wilhelm

Leach, Stacy

From: Danielle Pearson <pearsond40@gmail.com>
Sent: Wednesday, November 14, 2018 8:25 PM
To: Leach, Stacy
Subject: Support Hillandale improvements

Hi Ms. Leach,

I live at 13168 Kara Ln, Silver Spring MD 20904 off New Hampshire Ave. and I support the proposed Transportation Improvements in Hillandale.

Thank you,
Danielle Pearson

Leach, Stacy

From: David O'Bryan <dobryan@cpja.com>
Sent: Thursday, November 15, 2018 12:49 PM
To: Leach, Stacy
Cc: David O'Bryan
Subject: Hillandale LATIP Improvements (LATIP) Testimony

MCDOT Executive Administrative Aide Stacy Leach
Stacy.Leach@montgomerycountymd.gov
101 Monroe Street, 10th Floor
Rockville, MD 20850

Re: Hillandale LATIP Improvements (LATIP) Testimony

Dear Ms. Leach:

It was my desire to attend this evenings hearing but I am not able so please accept this email as my testimony. I am the Director of Operations for Charles P. Johnson and Associates at 1751 Elton Road. The improvements directly affect myself and our employees.

I write you today to express my support for the immediate adoption of the proposed LATIP improvement package in Hillandale.

The Local Area Transportation Improvement Program is an important component in the realization of the vision crafted by the White Oak Science Gateway Master Plan.

At the time of the LATIP's adoption, the challenges associated with the New Hampshire Avenue/Powder Mill Road intersection were known and recognized within the program. The County Council designated up to \$5M in funds within the program specifically to afford much needed if yet unidentified improvements.

Without designated LATIP projects like those before you today, the program will be powerless to address the needs at the New Hampshire Avenue/Powder Mill Road intersection. We simply must implement improvements. The demands on New Hampshire Avenue will only increase as the Master Plan density begins to materialize. Neither the County (through the direct use of LATIP funds) nor willing local developers (through construction and crediting) can implement necessary solutions if they are not identified and adopted by the program. The New Hampshire Avenue/Powder Mill Road intersection (among the most congested in the thoroughfare) cannot remain the ONLY intersection without programmed improvements. Importantly, I do not want the opportunity presented by the very first LATIP participants (who in this case are both in Hillandale AND willing to construct improvements) to be squandered.

I respectfully request that you adopt the proposed LATIP improvements in Hillandale, namely i) the widening of Powder Mill Road West of New Hampshire Avenue, ii) the extension of the Northbound Right turn lane East of New Hampshire Avenue, and iii) the Slip Ramp along Elton Road along with associated calming measures. I am aware of no arguments challenging the functional ability of these particular improvements to help address the identified need.

I understand and respect the concerns raised by some regarding the possibility that the presence of a new ramp could lead to increased usage of local roads.

I wish to point out that the current traffic backups at Elton Road and along New Hampshire up to Powder Mill Road often cause myself and other employees to have to back track thru the local neighborhood to gain access to Powder Mill Road and then onto New Hampshire Avenue. The lack of good traffic flow is causing more traffic from Elton Road offices onto the local neighborhood roads.

Please adopt these much needed improvements just as the LATIP envisioned.

Respectfully,

David O'Bryan



David O'Bryan, P.E.

Director of Operations, V.P.

Charles P. Johnson & Associates, Inc.

1751 Elton Road | Suite 300 | Silver Spring, MD 20903

301-434-7000 x106 | 301-434-9394 (fax) | 240-508-0516 (mobile)

www.cpja.com | dobryan@cpja.com

Leach, Stacy

From: Drew <drew.gurganus@gmail.com>
Sent: Monday, November 19, 2018 9:21 AM
To: Leach, Stacy
Subject: Hillandale LATIP

*— works at CPS on Elton
- 30-51*

Hello,

I am writing to express my support for the Hillandale LATIP plan. The slip ramp, lengthening the right turn lane on westbound Powder Mill Road, and the traffic calming on Elton Road I believe are especially important. Certainly, if the slip ramp is constructed, I would hope that traffic calming along Elton Road would be part of that effort. I would also like to see something done about the trucks entering and leaving the Coca-Cola bottling plant at 1710 Elton Road. It is not the general public's fault that Coca-Cola cannot properly handle their own logistics and get trucks to arrive at their location in a more staggered timeframe. This causes a line of one to as many as six tractor-trailers to block the eastbound travel lane on Elton Road, sometimes for hours at a time. Thank you very much for taking the time to listen to the public on these matters.

Sincerely,
Andrew Gurganus

Testimony to Montgomery County Department of Transportation
Regarding: The Duffie Companies Proposed Hillandale LATIP Improvements
Eileen Finnegan finnegan20903@yahoo.com to stacy.leach@montgomerycountymd.gov
November 15, 2018

The Department of Transportation has a very difficult choice in making an open decision regarding the proposal by The Duffie Companies for their desired transportation improvements to benefit their developments within the context of the LATIP. DOT's responsibility is to carry out the goals of the new "pay and go" scheme instituted for the White Oak Science Gateway Master Plan area while working toward full implementation of the plan. DOT held two well-attended public participation presentations on this proposal by The Duffie Companies, and heard strong opposition to the "slip ramp." The input at these meetings should weigh heavily on DOT's decision-making process.

The package of developer proposed LATIP improvements with the slip ramp should not be approved. The harmful impacts to the Hillandale Forest neighborhood have not been addressed. The negative impacts to a bi-County neighborhood, while not fully considering solutions for the known New Hampshire Avenue capacity issues would be short-sighted on the part of DOT. And remarkably, DOT staff has indicated that the slip ramp may not be permanent, in that if space is needed for the BRT, it might be pulled out! That alone flies in the face of the LATIP goals.

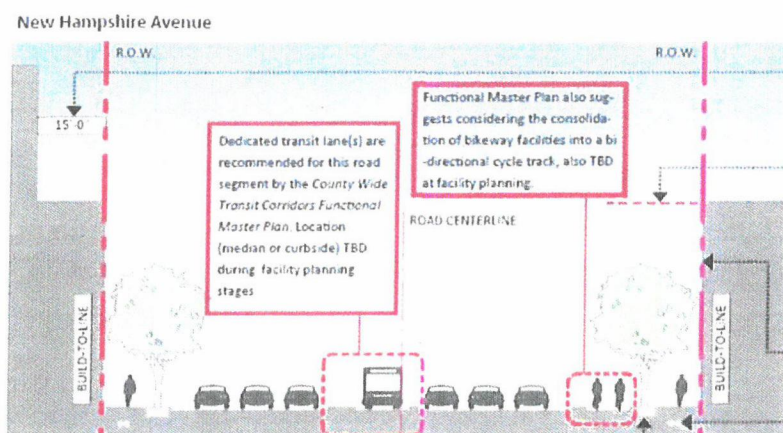
As DOT is aware, the WOSG plan was approved as being "out of [transportation] balance" with far more density than anticipated improvements could manage. New transit options, yet to be implemented, are to handle much of the anticipated density. Now comes the first test for DOT of how this all will be managed, by the old-school, per-project, Band-aid approach, or by keeping to the LATIP directive to look long-term at the whole with prioritized and well-considered planning.

I urge DOT to not approve this specific package of LATIP improvements, but move swiftly and do an independent, Hillandale-area LATIP study to resolve the many issues which were never resolved in the original LATIP study done in 2016-17. Waiting for the full WOSG LATIP redo in 2023 is a disservice to Hillandale residents. Use part of the unencumbered \$111k now in the LATIP CIP (P501540). Additionally, DOT must ensure that the forecast data used is accurate.* The results of this effort should be a specific set of recommendations to be substituted for the \$5M place holder currently being used for Hillandale. Businesses, residents, developers and most importantly SHA should be apprised and consulted in this effort, not merely notified. The study should be centered on Hillandale but reach north to Oaklawn, south to Oakview and east to Riggs and Powder Mill.

As acted on by Council on February 14, 2017, there were several issues to be addressed with the \$5M placeholder. It was also recommended that the Riggs at Powder Mill intersection be considered as an LATIP item at 50% participation rate. Honest results are needed.

PHED Committee (and Council staff) recommendation (3-0): Increase the LATIP cost for the MD 650/Powder Mill Road intersection improvement to \$5 million (+\$3.8 million). There are significant questions as to how to address future traffic congestion here. Is the northbound right turn-lane really enough, or should one or more of the master planned turn lanes be included? Will the cross-section of MD 650 need to move to the west to accommodate a northbound right-turn lane? Will there be room for the one-lane reversible BRT master-planned for MD 650? Can the Elton Road slip ramp be built while finding means to curtail cut-through traffic on the residential streets of Hillandale Forest? And what portion of whatever improvements are made at the MD 650 intersections with Powder Mill Road and Elton Road will be funded by SHA? The \$5 million would simply be a placeholder until these issues are resolved.

*COG forecast numbers for FDA/Army TAZ 592 are in error for 9.0 (2,329) and 9.1. (8,975) corrections pending; the correct number from COG 8.3 is 14,000



This WOSG Design Guidelines' graphic showing New Hampshire's right-of-way provides a glimpse of what is required in a very tight space. But there is more to manage than what is shown. Potentially additional vehicle capacity on New Hampshire, safe and sufficient local bus stops, and a quality BRT station. Evaluating the available, necessary and possibly additional right-of-way is critical, before it is just too late and development proceeds without a comprehensive plan.

During DOT's information briefings promoting this LATIP proposal, DOT staff made the point that if this package is not accepted, nothing will be done in Hillandale for a very long time. This tactic has fueled questions of the commitment that the County and DOT has to a community which is traffic-transit challenged and often feels treated like the poor step-child to other areas within our County. DOT has a responsibility to evaluate and forward-fund projects that are needed as the development proceeds in Hillandale and across the White Oak Science Gateway.

Please do not approve the LATIP package with the Elton Road Slip Ramp. Attached are additional comments on each of the proposed improvements for consideration.

Thank you for the opportunity to comment on this important issue.

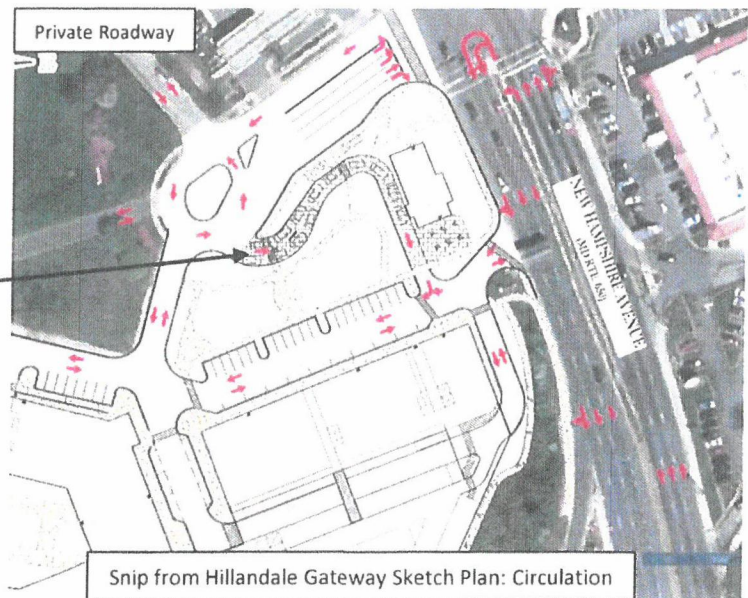
Specific Comments on The Duffie Companies' Hillandale LATIP Improvements

West Leg of Powder Mill:

This round-about terminus of Powder Mill Road will become the major access and egress point for the Hillandale Gateway mixed-use project. This sketch plan-approved project includes up to 500 dwelling units, 700 parking spaces, retail and a drive-thru establishment. The new drive lane to the drive-thru is not called out on the LATIP drawing, but is shown here.

As proposed, there will be two bus stops along Powder Mill's south side. But routinely there are more than two buses staging at this location. Often buses are stacked, or a layover bus or two has backed into the private road to the north of the circle awaiting dispatch.

There is a Hillandale Transit Center in the LATIP and in the DOT facility planning workplan. This transit center was to not only have bus stops, but a layover lot with a driver restroom off of the private roadway. This facility was required for the site-plan approval of the drive-thru bank which was previously planned. ***Now is the time to ensure that this transit center becomes a reality by encouraging the developer to augment their tax credit submission to provide this full facility.***



East Leg of Powder Mill:



Additional evaluation of how this lane extension will function with Greenacres Drive is necessary. Greenacres is a vital link from "old" Hillandale to New Hampshire Avenue. Currently, vehicles use the Church of Our Saviour (COS) driveway to cut-thru to Greenacres to get on to New Hampshire either through the Shell station, or by using Overlook further into the community. Greenacres is heavily used by patrons and residents to exit onto Powder Mill to turn left

onto New Hampshire. Has COS been consulted or notified?

Elton Road Traffic Calming:

The proposed street scaping of the COMMERCIAL section of Elton in front of the Home2 Suite hotel lifts the "no-overnight parking" restrictions which were put in place to prevent commercial box trucks/lift-tow trucks without local connections from parking in the area overnight. Since The Duffie Companies has determined that more hotel-related overnight-street parking is necessary and the street scaping provides limited parking bump-outs in the area of the hotel, changing the parking restrictions to this limited section is fine. ***The balance of the commercial block in front of and across from 1751 Elton must continue to have the overnight parking restrictions, please.***

Elton Road Slip Ramp:

Do not approve this developer-requested improvement. This road segment was not included in the White Oak Science Gateway Master Plan and the problems associated with this proposal have not been adequately addressed.

Leach, Stacy

From: Eileen Finnegan <finnegan20903@yahoo.com>
Sent: Saturday, November 24, 2018 7:03 PM
To: Roshdieh, Al; Leach, Stacy
Cc: Conklin, Christopher; Elrich's Office, Councilmember; Riemer, Hans; Tom Hucker; Evan Glass; will@willjawando.com; Erenrich, Gary; Tibbitts, Dale; Kunes, Dave; Tom Dernoga; Senator Rosapepe; Mary A. Lehman; Bridget E. Warren
Subject: Public Hearing Comments: Hillandale Proposal: New Hampshire/Powder Mill/Elton LATIP
Attachments: EFinneganLATRHearing.pdf

Hello Director Roshdieh,

Attached are my comments regarding the proposal for the pending LATIP proposal for Hillandale which you are reviewing. This submission is in accordance with the comment period being extended to Sunday, Nov 25, at 7:30 AM.

Thank you for giving these comments your consideration.

Regards,
Eileen Finnegan

Testimony to Montgomery County Department of Transportation
The Duffie Companies Proposed Hillandale LATIP Improvements

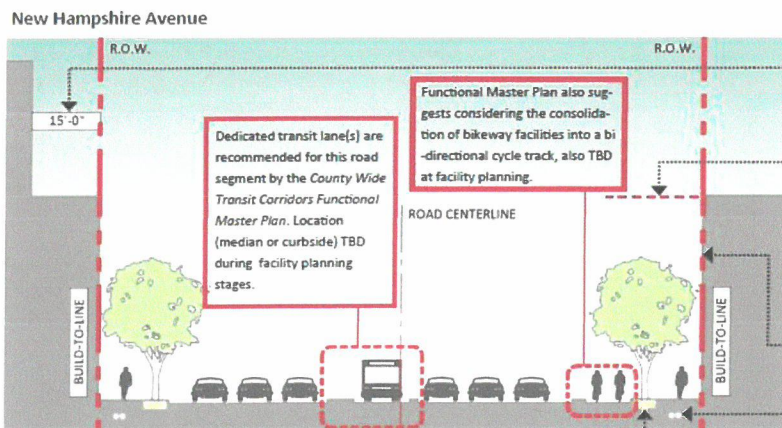
Eileen Finnegan finnegan20903@yahoo.com to stacy.leach@montgomerycountymd.gov
November 24, 2018

The Department of Transportation (DOT) has a difficult choice in making a quality, principled decision regarding the proposal by The Duffie Companies for *The Duffie Companies'* desired transportation improvements to benefit *The Duffie Companies'* developments within the context of the LATIP. To be clear, DOT's responsibility is to carry out the agreed goals of the new LATIP "pay and go" scheme instituted for the area **while working toward full implementation of the White Oak Science Gateway Master Plan (WOSG)**. **The best course of action for DOT is to not approve this proposal, but to move to establish an agreed LATIP plan for the Hillandale \$5M placeholder inserted in the February 2017 LATIP legislation.**

The WOSG plan was adopted in 2014 despite being "out of [transportation] balance" with far more density than anticipated improvements could manage. New transit options such as the New Hampshire BRT are to handle a portion of the anticipated density, but **smart transportation planning is needed to manage the whole**. This developer-proposed LATIP modification is the first test for DOT. Please remember that the LATIP "pay and go" scheme inherently permits ALL development density mapped in the plan area regardless of infrastructure. How will the WOSG out-of-balance growth be managed, by the old-school, per-project, Band-aid approach, or by keeping to the LATIP directive to look long-term at the whole with prioritized and well-considered planning?

As approved by Council on February 14, 2017, the LATIP did not specify improvements in Hillandale. A \$5M LATIP placeholder was inserted pending a resolution. It was recommended that Riggs/Powder Mill be considered as a LATIP item with a 50% Montgomery participation rate.

PHED Committee (and Council staff) recommendation (3-0): Increase the LATIP cost for the MD 650/Powder Mill Road intersection improvement to \$5 million (+\$3.8 million). There are significant questions as to how to address future traffic congestion here. Is the northbound right turn-lane really enough, or should one or more of the master planned turn lanes be included? Will the cross-section of MD 650 need to move to the west to accommodate a northbound right-turn lane? Will there be room for the one-lane reversible BRT master-planned for MD 650? Can the Elton Road slip ramp be built while finding means to curtail cut-through traffic on the residential streets of Hillandale Forest? And what portion of whatever improvements are made at the MD 650 intersections with Powder Mill Road and Elton Road will be funded by SHA? The \$5 million would simply be a placeholder until these issues are resolved.



This WOSG Design Guidelines' graphic showing New Hampshire's right-of-way provides a glimpse of what is required in a very tight space. But there is more to manage than what is shown. Potentially additional vehicle capacity on New Hampshire, safe and sufficient local bus stops, and a quality BRT station. Evaluating the available, necessary and possibly needed additional right-of-way is critical, before it is just too late and development proceeds without a comprehensive plan.

The Elton slip ramp to 495W has significant harmful impacts to the Hillandale Forest neighborhood which have not been addressed. Cut-through traffic moving between Riggs and New Hampshire using Wooded Way and Elton or other small residential roads such as Forest Dale and Green Forest is documented and will grow significantly with this proposal, especially as congestion at the Powder Mill/New Hampshire intersection

increases. Inflicting negative impacts on a modest bi-county neighborhood, while not fully considering solutions for the known and increasing New Hampshire Avenue capacity problems would be short-sighted on the part of DOT. This slip ramp was NOT included in the White Oak Science Gateway Master Plan although requested by The Duffie Companies during the plan's development. Furthermore, DOT staff has indicated that the slip ramp may not be permanent, in that, if space is needed for the BRT, it might be pulled out! That alone flies in the face of the stated LATIP goal of orderly development.

DOT held two well-attended public-participation presentations (May & October) on this developer-driven proposal and heard strong opposition to the "slip ramp." The input should weigh heavily on DOT's decision-making process. Dismissing objections as being made by non-residents, or redirecting the objections to be solved by a neighboring jurisdiction, Prince George's County, are not valid approaches. DOT needs to work more closely with Prince George's to improve the traffic and transportation options for this part of Montgomery County, focusing on the New Hampshire corridor from Hillandale through Takoma Park.

I urge DOT to not approve this specific package of LATIP improvements, but move swiftly to do an independent, Hillandale-area LATIP study to resolve the many questions which were either incorrectly done or not tackled in the original LATIP study done in 2016-17. This study must include a right-of-way study for New Hampshire Avenue. Waiting for the full WOSG LATIP redo in 2023 is a disservice to Hillandale residents, and potentially too late as the Hillandale Gateway Project is now moving forward. Use part of the unencumbered \$111k now in the LATIP CIP (P501540) as funding. Additionally, DOT must ensure that the forecast data* used is accurate. The results of this effort should be a specific set of recommendations to be substituted for the \$5M place holder. (This substitution should be also be approved by Council.) Businesses, residents, developers and most importantly SHA should be apprised and consulted in this effort, not merely notified. A study will determine whether there are alternatives to address traffic problems in Hillandale before a community is negatively impacted in a major way. The study should be centered on Hillandale but reach north to Oaklawn or Chalmers, south to Oakview and east to Riggs and Powder Mill.

During DOT's information briefings promoting this LATIP proposal, DOT staff made the point that if this package is not accepted, nothing will be done in Hillandale for a very long time. This tactic has fueled questions of the commitment that the County and DOT has to a community which is traffic-transit challenged and often feels treated like the poor step-child to other areas within our County. DOT has a responsibility to evaluate and forward-fund projects that are needed as the development proceeds in Hillandale and across the White Oak Science Gateway.

Given that the criticality of DOT's decision is being driven by The Duffie Companies either receiving tax credits for, or paying the LATIP Fee and Transportation Impact Tax required before being issued the Use and Occupancy Permit for the Home2Suite Hotel scheduled to open in April, I suggest that DOT accept the payments required and begin to formalize the Hillandale study before additional development projects break ground.

Attached are additional comments on each of the proposed improvements for consideration along with the LATIP CIP information.

Thank you for the opportunity to comment on this important issue.

Eileen Finnegan
10404 Sweetbriar Parkway
Silver Spring, MD 20903
finnegan20903@yahoo.com

*COG forecast numbers for FDA/Army TAZ 592 are acknowledged (by MoCo Planning) to be in error for COG 9.0 (2,329) and COG 9.1. (8,975) corrections pending; the correct number from COG 8.3 is 14,000; currently there are ~13,000 employees in this TAZ currently.

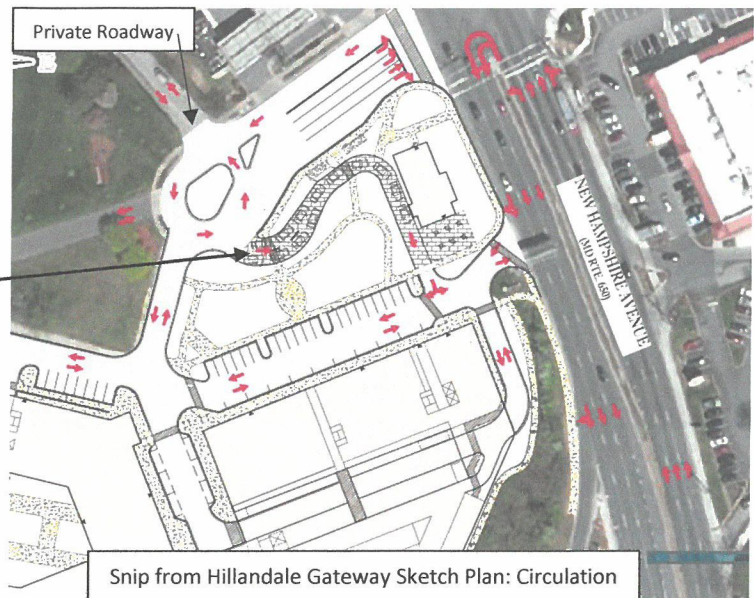
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As proposed, there will be two bus stops along Powder Mill's south side. But routinely there are more than two buses staging at this location. Often buses are stacked, or a layover bus or two has backed into the private road (ATU-owned) to the north of the circle.

There is a Hillandale Transit Center in the LATIP and in the DOT facility planning workplan. This transit center was to not only have bus stops, but a layover lot with a driver restroom off of the private roadway. This facility was required for the site-plan approval of the drive-thru bank which was previously planned. ***Now is the time to ensure that this transit center becomes a reality by encouraging the developer to augment their tax credit submission to provide this full facility and potentially acquire the needed layover location from ATU.***



East Leg of Powder Mill:



Additional evaluation of how this lane extension will function with Greenacres Drive is necessary. Greenacres is a vital link from "old" Hillandale to New Hampshire Avenue. Currently, vehicles use the Church of Our Saviour (COS) driveway to cut-thru to Greenacres to get on to New Hampshire either through the Shell station, or by using Overlook further into the community. Greenacres is heavily used by patrons and residents to exit onto Powder Mill to turn left onto New Hampshire. Has COS been consulted or notified?

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Elton Road Slip Ramp:

Do not approve this developer-requested improvement. This road segment was not included in the White Oak Science Gateway Master Plan and the neighborhood impact problems have not been addressed. Additionally, the relocated bus stop between the two WB ramps is insufficient and pedestrian unfriendly.

Eileen Finnegan Nov 24, 2018



White Oak Local Area Transportation Improvement Program

(P501540)

Category	Transportation	Date Last Modified	05/16/18
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Colesville-White Oak and Vicinity	Status	Planning Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	1,256	89	111	1,056	-	-	-	-	528	528	-
TOTAL EXPENDITURES	1,256	89	111	1,056	-	-	-	-	528	528	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Local Area Transportation Impr Program (LATIP)	1,056	-	-	1,056	-	-	-	-	528	528	-
Current Revenue: General	200	89	111	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,256	89	111	1,056	-	-	-	-	528	528	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	-	Year First Appropriation	FY16
Appropriation FY 20 Request	-	Last FY's Cost Estimate	200
Cumulative Appropriation	200		
Expenditure / Encumbrances	89		
Unencumbered Balance	111		



Eric L. Johnston III
Coca-Cola Consolidated
7210 Preston Gateway Dr.
Hanover, MD 21076

November 9, 2018

Montgomery County Department of Transportation
101 Monroe Street - 10th Floor
Rockville, Maryland 20850

To whom it may concern:

Coca-Cola Consolidated is a proud resident of the Hillandale neighborhood in East Montgomery County, Maryland. Our facility on Elton Rd. has been a neighborhood staple for more than 50 years with millions paid in taxes to the local government. Our commitment to the Montgomery County community is a cornerstone in our drive to being a great corporate citizen.

In the spirit of collaboration, our local team recently prepared and implemented a traffic mitigation plan with the Hillandale Community Association to reduce the impact of our truck traffic. That plan is outlined in the enclosed document "*Red Classic's Commitment to the Silver Spring Community*". We firmly believe in investing in the Hillandale community and welcome the White Oak Science Gateway improvement plan project.

The enclosed "*LATIP for Hillandale*" document details traffic easements along Elton Rd. and a suggested direct on-ramp route to Interstate 495 from Elton Rd. We are in support of the proposed improvements, as they will provide less restrictive access to interstate 495 from our facility located on Elton Rd. We also have two minor suggestions that both meet the improvement needs for Elton Rd. and our truck traffic logistics. Please note the following:

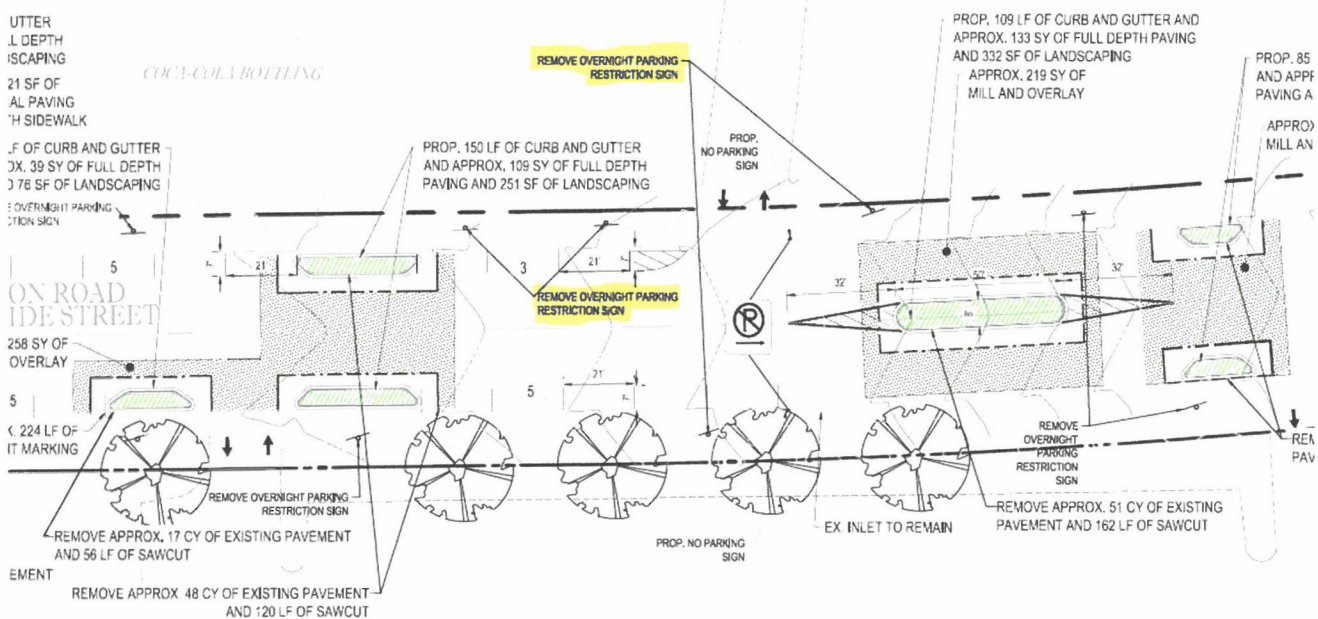
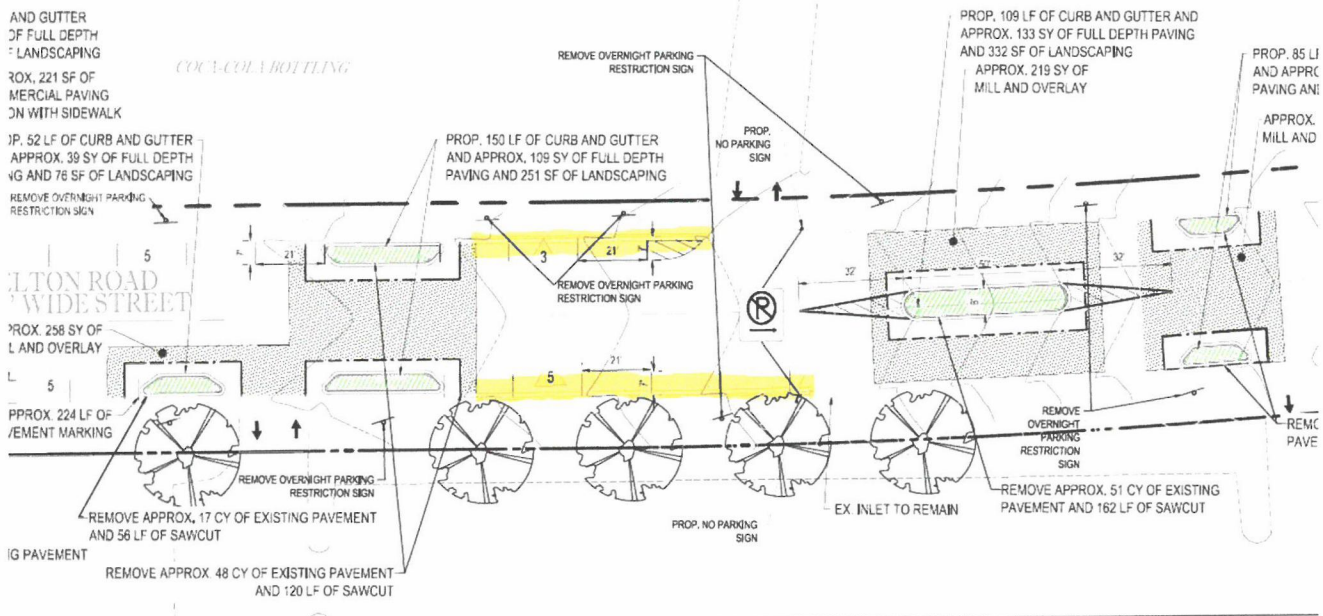
- We suggest a "No Parking – Anytime" sign in the highlighted areas detailed below. This will provide our trucks ample space to maneuver in and out of our facility. **(Exhibit A)**
- To accommodate the residential community's needs, we have moved much of our truck traffic to late night/early morning hours. We are suggesting to delete the "remove overnight parking restriction sign" and keep the existing signs **(Exhibit B)**. This will also provide our trucks the ability to be least invasive during normal business hours.

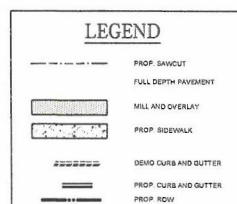
We look forward to continuing this conversation regarding the White Oak Science Gateway improvement plan and our suggested amendments. Please consider our team a resource as you continue your work. We look forward to discussing this important process further.

Sincerely,

//SIGNED//

Eric L. Johnston III
Director, Government Relations





DRAFT





NEW HAMPSHIRE AVENUE
(AND RTE. 650)

321 LF OF SAWCUT AND REMOVE
APPROX. 30 CY OF EXISTING PAVEMENT

PROPOSED 1527 SF OF SIDEWALK

APPROX. 359 SY OF FULL
DEPTH PAVING

REMOVE APPROX. 288 LF OF
EX. CURB AND GUTTER

APPROX. 673 SY OF
MILL AND OVERLAY

RELOCATE EX.
MAILBOX

PROPOSED 288 LF OF CURB AND GUTTER

REMOVE APPROX. 30 CY
OF EX. SIDEWALK

RELOCATE EX. UTILITY
POLE (TYPICAL OF 3)

RELOCATE EX. ROAD
SIGNS (TYPICAL OF 4)

RELOCATE EX. FIRE
HYDRANT

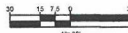
APPROX. 600 LF OF
PAVEMENT MARKING

300'

50' TAPER

POWDER MILL ROAD

OPTION 1: LENGTHEN RIGHT TURN LANE ON POWDER MILL ROAD



LEGEND

- PROP. SAWCUT
- ===== FULL DEPTH PAVEMENT
- ===== MILL AND OVERLAY
- ===== PROP. SIDEWALK
- ===== DEMO CURB AND GUTTER
- ===== PROP. CURB AND GUTTER

DRAFT

BOHLER ENGINEERING

10701 Melford Blvd., Suite 310
Bowie, Maryland 20715
Phone: (301) 808-4500
Fax: (301) 808-4501
MD@BohlerEng.com

SITE AND CONSULTING ENGINEERING, ARCHITECTURAL, CIVIL, ELECTRICAL, MECHANICAL, PLUMBING, PAVING, TRANSPORTATION, TRAFFIC, AND LANDSCAPE ARCHITECTURE.

REVISIONS			
REV	DATE	COMMENT	BY



THE FOLLOWING IS A PRELIMINARY NOTIFICATION OF PROPOSED WORK. IT IS NOT A GUARANTEE OF THE ACCURACY OF THE INFORMATION CONTAINED HEREIN. THE USER OF THIS INFORMATION SHALL BE RESPONSIBLE FOR VERIFYING THE INFORMATION WITH THE APPROPRIATE AGENCIES.

PROJECT: HILLDALE IMPROVEMENT PACKAGE
FOR: MONTGOMERY COUNTY LATIP PROGRAM
LOCATION OF SITE: 10110 NEW HAMPSHIRE AVE, MONTGOMERY COUNTY, SILVER SPRING, MD

BOHLER ENGINEERING

10701 Melford Blvd., Suite 310
Bowie, Maryland 20715
Phone: (301) 808-4500
Fax: (301) 808-4501
MD@BohlerEng.com

LATIP
EXHIBIT
08/15/18

SHEET TITLE:
OFFSITE
ROADWAY
IMPROVEMENTS

SHEET NUMBER:
4
OF 4



Red Classic's Commitment to Silver Spring Community



August 1st, 2016

Our Mission

To become the most admired and the safest organization in the transportation industry.

We will be:

The **Employer** of Choice.

The **Transportation Solution** of Choice.

The **Carrier Partner** of Choice.

The **Fleet Maintenance Company** of Choice.



About Red Classic Transportation

- Red Classic, a wholly-owned subsidiary of Coca-Cola Bottling Co. Consolidated (CCBCC), is a full service transportation company headquartered in Charlotte, N.C. offering a comprehensive suite of transportation solutions



Our story
begins with
Coca-Cola,
the world's
most
recognized
brand

Transportation Services Provided by Red Classic

Over the Road

Commercial
Maintenance

Dedicated
Operations

Regional

Logistic
Solutions

Intermodal

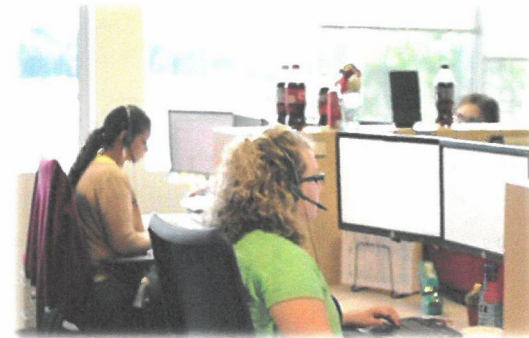


Brokerage

- A Freight Broker is an individual or company that serves as a liaison between another individual or company that needs shipping services and an authorized motor carrier
- Responsible for outsourcing trustworthy trucking companies and equipment to haul loads for RCT customers through carrier solicitation, on-boarding, and retention
- Serves as the connection point between the driver or dispatcher and the customer to relay any potential problems or delays

Verbal Confirmation

- When finding an outside carrier to haul a load shipping out of Silver Spring, Red Classic Representatives always has a verbal confirmation over the telephone with the carrier's dispatch.



Written Confirmation

- A Rate Confirmation can be viewed as a binding contract for each individual shipment. For ALL shipments, each carrier is given this document.
- For ALL shipments, Red Classic has added a note that advises carriers of the direction that should be accessing Silver Spring warehouse

Written Confirmation Continued

- The written confirmation reads as follows on each rate confirmation:
 - “PER CUSTOMER: ACCESS FACILITY VIA ELTON RD FROM 650/NEW HAMPSHIRE AVE ONLY – DO NOT USE FOREST DALE DRIVE (NO TRUCKS ALLOWED).”



Example of Rate Confirmation

LOAD INFORMATION

Origin/Pickup

CCR-SILVER SPRING
1710 ELTON RD
Silver Spring, MD20903

Phone: 301-431-7131
Date/Time Window: 08/01/2016 12:00:00
08/01/2016 12:00:00

Notes: PER CUSTOMER: ACCESS FACILITY
VIA ELTON RD FROM 650/NEW HAMPSHIRE
AVE ONLY – DO NOT USE FOREST DALE
DRIVE (NO TRUCKS ALLOWED). - each
driver must have 2 straps with them for
loading.

Notes: Pickup Number 57249226

Consignee/Destination

CCR-ELMSFORD PROD 7520
111 FAIRVIEW PK DR
Elmsford, NY10523
Notes:

Phone: 914-789-1183
Date/Time Window: 08/01/2016 20:30:00
08/01/2016 20:30:00
Notes: Delivery Number 57249226



Collaboration with Silver Spring Warehouse

- Red Classic works to collaborate with Silver Spring warehouse to address the carriers that do not abide by our written and verbal confirmations
- Guard is logging any carriers/drivers that enter location from the wrong direction and provides that information back to Red Classic
- Red Classic representatives follow-up with each carrier that has not followed our written and verbal confirmations with an additional verbal warning

Commitment to Solution

- If after a verbal warning, we find out a carrier continues to arrive to warehouse through restricted route, we are committed to removing them from all shipments out of Silver Spring moving forward.



Transportation Commitment to Community

- Red Classic is committed to working with Silver Spring warehouse and the community to assist in correcting the issues of drivers/carriers entering warehouse through a restricted route.



RED CLASSIC

THANK YOU



RED CLASSIC TRANSPORTS THE MOST IMPORTANT SHIPMENTS IN THE WORLD. **YOURS.**



Leach, Stacy

From: Evelyn Hamilton <camryautu@verizon.net>
Sent: Wednesday, November 14, 2018 11:20 AM
To: Leach, Stacy
Subject: Hillandale Improvement

Ms. Leach,

Thank you for the work you are doing to improve our community. We are sending this message to inform you that my husband and I support the proposed Transportation Improvements in Hillandale and look forward to seeing the changes that can be made.

Evelyn Soler-Hamilton
13002 Autumn Drive
Silver Spring, MD 20904

Leach, Stacy

From: Gail Fisher <gail.fisher@gmail.com>
Sent: Sunday, November 25, 2018 2:49 AM
To: Leach, Stacy
Subject: testimony regarding the Elton Road slip ramp
Attachments: Gail Fisher Elton Road Slip Ramp.docx.pdf

Good morning Stacy!

Attached, please find my testimony regarding the Elton Road Slip Ramp for the record.

Thanks very much.

Gail Fisher

Gail Fisher
10412 Rodney Road
Silver Spring, MD 20903

Montgomery County Dept of Transportation
Attn: Stacy Leach
101 Monroe St 10th Floor
Rockville, MD 20850

Dear Sir/Madame:

I am writing with regard to the proposed amendments to New Hampshire Ave/Elton Road/Powder Mill Rd area proposed by Duffie.

1. I am opposed to the proposal to implement a slip ramp, unless the County terminates Elton Rd. just past the commercial area. Creating a slip ramp will draw traffic the residential neighborhood just east of the new hotel being built, which likely will increase significantly over time. Neighborhoods roads are not designed for the traffic that is being put on them. The County did NOT offer terminating Elton Rd. as part of the proposed amendments. Therefore should the County approve a slip ramp, it will be creating a new arterial road (Elton Road) with feeder residential roads, with no pedestrian/bike or safety improvements for the surrounding community.
2. The County did NOT present options that would make the surrounding neighborhood more liveable, walkable, safe or connected. Here are specific options that should have been proposed and discussed along with the Duffie proposal:
 - a. Extending Powder Mill Drive and creating a ramp onto 495. This obvious alternative would promote the use of Powder Mill Dr. as the artery, as opposed to Elton Rd which is not designed to be the artery that the County is making it into (with residential roads as feeders).
 - b. Amending the series of stop lights on New Hampshire Ave/Powder Mill so as to make the traffic flow through that area more safely. Speed and throughput, while a traffic engineer's dream, is not the focus of the community. Safety and access for pedestrians, bus riders, commuters – everyone- is a priority.
 - c. Slowing the speed down on New Hampshire from about Adelphi Road to Highway 29 so as to make it more safe, quieter, and initiate conditions for an eventual bike/walk path.
 - d. Introducing pedestrian improvements at all the ramp crossings. New technology implementation such as the HAWK system, lighted cross walks, or pedestrian under/over passes would promote safe pedestrian thoroughfare.
 - e. A more coherent and safe bus stop pattern for that area that removes the bus stops from blocking access to ramps, frustrating drivers thereby creating dangerous safety situations.
 - f. Putting a signal at the exit from the shopping mall onto Powder Mill Rd.
 - g. Removing the entrance/exit to the Hillandale Shopping Mall from New Hampshire Ave. just north of Elton Road.
 - h. Reducing the width of Powder Mill and New Hampshire and reducing the speed dramatically

3. Because none of the improvements (or any others that would enhance walkability, bike-ability, safety, and neighborhood access) were included in the proposal, the proposal does NOT MEET the intention of the White Oak Science Gateway Master Plan. Here is the vision for the area stipulated by the Master Plan:

The Plan envisions White Oak's major centers – Hillandale, White Oak, and Life Sciences/FDA Village evolving from conventional, auto-dependent suburban shopping centers, business parks, and light industrial areas into vibrant, mixed-use, transit-served nodes.

Redevelopment of the centers must be carefully integrated with existing residential neighborhoods and designed to enhance the entire area's quality of life, appearance, walkability, and sense of place. Existing residential neighborhoods will be maintained and enhanced within a physical environment that meets the community's needs and aspirations. This Plan provides a blueprint to connect White Oak's centers to each other and the broader region through a transit system that includes Bus Rapid Transit as an integral component. An enhanced open space, trail, and bikeway network that incorporates the area's natural environmental features will provide opportunities for a range of outdoor experiences.

(White Oak Science Gateway Master Plan, pg. 11)

4. Currently, the residential area to the east of the proposed Elton Road slip ramp claim increased safety issues due to the 'cut through' traffic from Riggs Rd. As the volume of traffic rises, drawn by the slip ramp, safety issues will increase as well. A slip ramp will have the predictable result of increasing problems for the community while solving them for the developer. These are unacceptable tradeoffs. The community should receive acceptable benefit in exchange for reductions in quality of life imposed by development, yet they are not apparent in the proposal. No tradeoff analysis has been conducted or presented. In fact, in a presentation in May, 2018, the county essentially threatened the community presenting an "either"/"or" situation that was false.
5. Residents of the area claim that a slip ramp had been built from Elton Road and then removed. Surely the County has historical information about the circumstances that would assist with decision making. Yet the County has not presented this information to inform decision making.
6. I also oppose the lengthening of the turn lane at Powder Mill Dr. onto Northbound New Hampshire Ave. The County has not presented any information that would indicate that this is a priority issue, and it also has not proposed how it would increase pedestrian safety at that intersection in conjunction with the proposed improvements. Also, the visual aspect of that intersection would be detrimentally affected, yet the County has not invested enough resources to explain to the community what that would be.

7. Traffic studies show that building MORE roads, lanes and widening intersections INCREASES traffic and congestion. This is called Induced Demand. In general, a 1% increase in road capacity will increase traffic by 1% in the long run. Lowering the travel time along a route likewise increases traffic. Therefore, continually widening roads, creating more lanes, increasing speed and the throughput of intersections will increase traffic. Yet this information and the appropriate data was not presented by either the county or the developer. Given the lack of data, I can only surmise from traffic studies that the proposed amendments will only serve to increase traffic.

Thank you for the opportunity to testify.

A handwritten signature in cursive script that reads "Gail Fisher".

Gail Fisher

Leach, Stacy

From: Gloria Johnson <gloriaj10@yahoo.com>
Sent: Friday, November 16, 2018 12:16 PM
To: Leach, Stacy
Subject: Hilandale transportation improvements

I support the proposed transportation improvements in Hilandale.

Sent from Yahoo Mail on Android

Leach, Stacy

From: Greta Marie Knopp <gretaknopp@comcast.net>
Sent: Thursday, November 15, 2018 8:38 AM
To: Leach, Stacy
Subject: Hillandale-Latip

I support the proposed Transportation Improvements in Hillandale!

Leach, Stacy

From: Ida Ruben <senatorigruben@verizon.net>
Sent: Wednesday, November 14, 2018 10:22 PM
To: Leach, Stacy

Dear Ms Leach,

I am writing to you to express my strong support for the New Hampshire Ave./ Powder Mill/Elton changes proposed by the Duffie Company. I lived in the neighborhood for 52 years and for a long, long time the proposal was suggested to help the congestion at the said intersections. It was not addressed because the "neighborhood didn't want it. At this point the congestion is at least if not more than triple. I represented the area for 32 years, chaired the Transportation Committee on Budget & Taxation and knew how much this change was needed. The backups, the wait time and the dollars for gas also tripled. If nothing is done now, the changes needed will be left undone for years if ever done.

I urge you to adopt these changes for reasons I mentioned. For the sanity, the economic and to ensure the future of the area, I implore to to adopt the changes proposed by the Duffie Company. The have borne the cost of all the studies.

Ida

senatorigruben@verizon.net

RECEIVED

NOV 13 2018

MCDOT
DIRECTOR'S OFFICE

Date: November __, 2018

MCDOT Executive Administrative Aide Stacy Leach
Stacy.Leach@montgomerycountymd.gov
101 Monroe Street, 10th Floor
Rockville, MD 20850

Re: Hillandale LATIP Improvements (LATIP) Testimony

Dear Ms. Leach:

I write you today to express my support for the immediate adoption of the proposed LATIP improvement package in Hillandale.

The Local Area Transportation Improvement Program is an important component in the realization of the vision crafted by the White Oak Science Gateway Master Plan.

At the time of the LATIP's adoption, the challenges associated with the New Hampshire Avenue/Powder Mill Road intersection were known and recognized within the program. The County Council designated up to \$5M in funds within the program specifically to afford much needed if yet unidentified improvements.

Without designated LATIP projects like those before you today, the program will be powerless to address the needs at the New Hampshire Avenue/Powder Mill Road intersection. We simply must implement improvements. The demands on New Hampshire Avenue will only increase as the Master Plan density begins to materialize. Neither the County (through the direct use of LATIP funds) nor willing local developers (through construction and crediting) can implement necessary solutions if they are not identified and adopted by the program. The New Hampshire Avenue/Powder Mill Road intersection (among the most congested in the thoroughfare) cannot remain the ONLY intersection without programmed improvements. Importantly, I do not want the opportunity presented by the very first LATIP participants (who in this case are both in Hillandale AND willing to construct improvements) to be squandered.

I respectfully request that you adopt the proposed LATIP improvements in Hillandale, namely i) the widening of Powder Mill Road West of New Hampshire Avenue, ii) the extension of the Northbound Right turn lane East of New Hampshire Avenue, and iii) the Slip Ramp along Elton Road along with associated calming measures. I am aware of no arguments challenging the functional ability of these particular improvements to help address the identified need.

I understand and respect the concerns raised by some regarding the possibility that the presence of a new ramp could lead to increased usage of local roads. However, I believe that there are several viable solutions (including the proposed mitigations along Elton) to address those concerns.

Please adopt these much needed improvements just as the LATIP envisioned.

Respectfully,

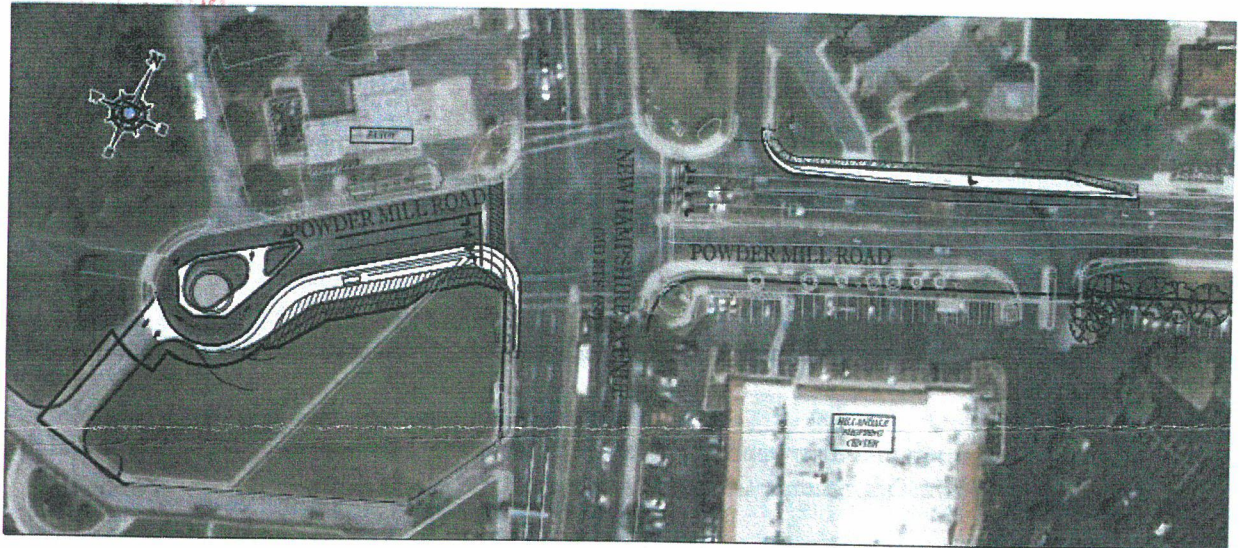
JAMES CARROLL, OWNER

Print Name / (Title)

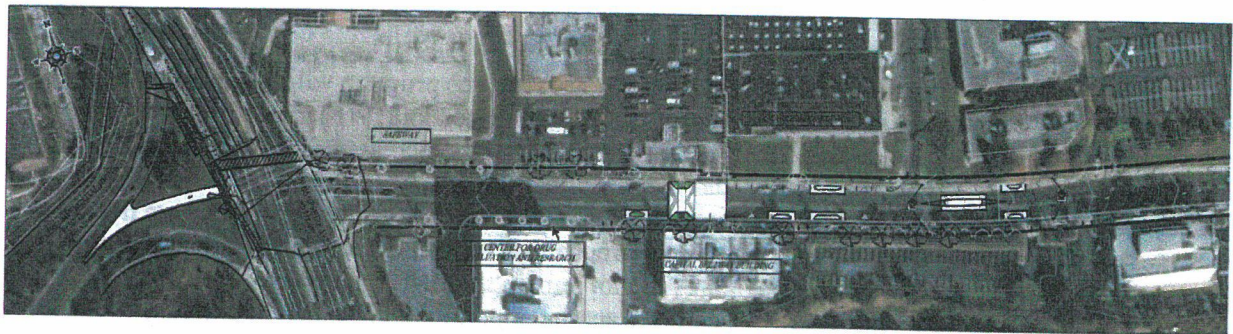
TRX SAVES INC

Company/Affiliation

ILLUSTRATIVE: POWDER MILL ROAD IMPROVEMENTS



ILLUSTRATIVE: SLIP RAMP & ELTON IMPROVEMENTS



Leach, Stacy

From: JANET LOGAN <janetlogan1@comcast.net>
Sent: Thursday, November 08, 2018 11:01 AM
To: Leach, Stacy
Subject: Hillandale improvement proposals

Dear Ms. Leach. I am opposed to installing a slip ramp onto I-495

Sincerely,

Janet Logan

Leach, Stacy

From: Thomas Helfand <corgitwo@verizon.net>
Sent: Saturday, November 24, 2018 12:16 PM
To: Leach, Stacy
Subject: Slip-Ramp on Elton Road

November 24

Good Afternoon, Ms. Leach:

We live in West Hillandale, and we have attended meetings related to the proposed slip ramp from Elton Road to westbound 495. We cannot speak from repeated first-hand experience as we live in the unaffected part of Hillandale though danger from speeding cars is a problem we share. We do understand from testimony at meetings that the purpose of the slip ramp is to eliminate the need for cars approaching New Hampshire Avenue from Elton Road to make a right turn at the intersection and almost immediately make a u-turn to approach the current entrance ramp.

It appears that residents in the affected area of Hillandale are concerned about cut-through traffic and the dangers that increased traffic could inflict on narrow streets. It would seem to us that a solution that includes the building of the slip ramp is the following: Widen Powder Mill Road at the intersection of New Hampshire Avenue to allow for better flow of turning traffic; continue with the already-started construction of traffic-calming devices on local streets; relocate bus stops on New Hampshire near Elton Road to alleviate the back-up that their current locations cause; in concert with Prince George's County, restrict access to the community during commuting times to discourage cut-through drivers from Riggs Road from entering the community to use the slip ramp. We already have this type of effective restriction along Route 29 from Lockwood Drive to University Boulevard.

It is interesting to us that a workable form of a slip ramp already exists on New Hampshire Avenue north of Lockwood Drive. The ramp allows drivers to flow into the ramp merging with southbound Rt. 29. That is a good example of creative thinking.

Thank You,
Jean and Tom Helfand

1225 Cresthaven Drive
corgitwo@verizon.net

Leach, Stacy

From: jeandobbins@aol.com
Sent: Monday, November 12, 2018 6:08 PM
To: Leach, Stacy
Cc: jcrosapepe@yahoo.com; tomDernoga@gmail.com; jeandobbins@aol.com; simsa22@comcast.net; EdgarAwumey@gmail.com
Subject: Fwd: Written comments to Public Hearing Thursday November 15, 2018 re improvememts to Hillandale area

To All It May Concern at the Public Hearing; Mco, PGco, Developers, Neighbors.:

Thank you for the opportunity, again, to respond to your "Improvements to Hillandale area". As I mentioned in my Nov 8, 2018 initial intent to comment, and years even earlier on October 22, 2011, regarding the same subject, I, WE, are strongly opposed to the "Slip Ramp" proposed to happen at the intersection of Elton and New Hampshire Avenue. We have also voiced our opposition at every opportunity we are aware of. We were first surprised that our county (PG) was not involved in pre-negotiations that involved, not only its residents, but the streets they live on and pay taxes to do so to PGCo. At least, that's what we were told.

We believe we are not facing the facts any longer. The "true monster" in the room to us that live on Elton Rd, (PG) and Wooded Rd (PG) is the "Slip Ramp", that you so delicately manage to avoid speaking of by making the "Cut-Thru" traffic from Riggs Rd and New Hampshire Ave the **true cause** for these years of discussions and strategies being pushed upon us. We never get and you never mention or feel the need to justify the real need or purpose for the **ramp** to run from Elton, across New Hampshire onto the Beltway West, rather than from Powder Mill Road to a left/right exit onto Beltway West. A "no turn sign" from Riggs Rd to Wooded Way would ease any traffic into the community, including Elton. It was said in one meeting that you had the money and the project would be done. Without the "Ramp", however, all this discussion of other issues regarding traffic congestion would not be since there would be **far** less traffic to **no** traffic jam by way of **additional traffic** on Elton and Wooded Way...a settled community of residential families in an adjoining county. This may cause for redesigning the exits and entrances in and out of the shopping center, and not require a ramp.

Assuming this Ramp is focused on satisfying the redevelopment of the shopping center to accommodate, office buildings, the hotel, coca cola, and other business or traveling "strangers" to your properties in MoCo, over the safety of residents it will undoubtedly affect, as it has over these last ten years, I and residents strongly requests that a permanent ramp **not** be constructed at the Elton Rd entrance of New Hampshire Avenue.

Again, we appreciate your consideration of our concerns to maintain safety, without heavier and generally more unfriendly traffic...for example, to hear horns blow when you slow down and signal to pull into your driveway, or for that fact, the wait to back out of your driveway sometimes, school children out to catch buses, trying to cross or walk up the street (no sidewalks), or otherwise to be able to enjoy our homes and community we've been working for, for so long.

In our opinion, the survey adds nothing to these decisions.

jean dobbins and
Residents of Elton Rd and
Wooded Way

-----Original Message-----

From: jeandobbins <jeandobbins@aol.com>
To: Stacy.Leach <Stacy.Leach@montgomerycountymd.gov>
Sent: Thu, Nov 8, 2018 5:29 pm
Subject: Fwd: Written comments to Public Hearing Thursday November 15, 2018 re improvememts to Hillandale area

-----Original Message-----

From: jeandobbins <jeandobbins@aol.com>

To: Stacy.leach <Stacy.leach@Montgomerycountymd.gov>

Cc: jeandobbins <jeandobbins@aol.com>; Jcrosapepe <Jcrosapepe@yahoo.com>; tomdernoga <tomdernoga@gmail.com>

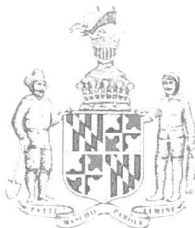
Sent: Thu, Nov 8, 2018 4:11 pm

Subject: Written comments to Public Hearing Thursday November 15, 2018 re improvements to Hillandale area

As our letter, **dated October 24, 2011**, stated, WE oppose the direct slip ramp from Elton Rd across New Hampshire to 495W to Silver Spring and beyond. We will write again to that effect today and so advise Prince Georges County of the continued harassment that occurs that keeps our neighborhood in danger with cut-thru heavy traffic from other main state highways.

jean dobbins and neighbors of Elton Rd and Wooded Way
1815 Elton Road

SENATOR JIM ROSAPEPE



DELEGATE BEN BARNES
DELEGATE BARBARA A. FRUSH
DELEGATE JOSELINE A. PEÑA-MELNYK

THE MARYLAND GENERAL ASSEMBLY
21ST LEGISLATIVE DISTRICT
PRINCE GEORGE'S AND ANNE ARUNDEL COUNTIES

November 15, 2018

Montgomery County Department of Transportation
c/o Executive Administrative Aide Stacy Leach
101 Monroe Street, 10th Floor
Rockville, MD 20850

Dear Ms. Leach,

We're writing to express our strong opposition to the proposed slip ramp project in the Hillandale Gardens area of Adelphi. Along with the community, we opposed the proposed improvements in 2007 and we still oppose them today. We share the concern of local residents about the potential impact of this road on traffic on residential streets.

The recent community meeting identified several local road problems which the slip ramp would either not solve or make worse. We would like to work with you to address these real problems.

Thank you for your prompt attention to our concerns. If you have any questions, please do not hesitate to contact us at 410-841-3141.

Sincerely,

A handwritten signature in black ink, appearing to be "Jim Rosapepe".

Jim Rosapepe
Senator

A handwritten signature in black ink, appearing to be "Barbara A. Frush".

Barbara A. Frush
Delegate

A handwritten signature in black ink, appearing to be "Ben Barnes".

Ben Barnes
Delegate

A handwritten signature in black ink, appearing to be "Joseline A. Peña-Melnyk".

Joseline A. Peña-Melnyk
Delegate

Leach, Stacy

From: Jodi Gensley <jgensley@cpja.com>
Sent: Thursday, November 15, 2018 8:11 AM
To: Leach, Stacy
Subject: Hillandale LATIP Improvements (LATIP) Testimony
Attachments: Hillandale LATIP Improvements Testimony.pdf

Good morning Ms. Leach,

Please see attached letter in support of the adoption of the proposed LATIP improvements in the Hillandale area. These improvements would greatly improve the Hillandale area, and selfishly, my commute! 😊

Safe travels today!

Best,



Jodi Gensley
Engineering Department
Charles P. Johnson & Associates, Inc.
1751 Elton Road | Suite 300 | Silver Spring, MD 20903
301-434-7000 x133 | 301-434-9394 (fax)
www.cpja.com | jgensley@cpja.com

Date: November 14th, 2018

MCDOT Executive Administrative Aide Stacy Leach
Stacy.Leach@montgomerycountymd.gov
101 Monroe Street, 10th Floor
Rockville, MD 20850

Re: Hillandale LATIP Improvements (LATIP) Testimony

Dear Ms. Leach:

I write you today to express my support for the immediate adoption of the proposed LATIP improvement package in Hillandale.

The Local Area Transportation Improvement Program is an important component in the realization of the vision crafted by the White Oak Science Gateway Master Plan.

At the time of the LATIP's adoption, the challenges associated with the New Hampshire Avenue/Powder Mill Road intersection were known and recognized within the program. The County Council designated up to \$5M in funds within the program specifically to afford much needed if yet unidentified improvements.

Without designated LATIP projects like those before you today, the program will be powerless to address the needs at the New Hampshire Avenue/Powder Mill Road intersection. We simply must implement improvements. The demands on New Hampshire Avenue will only increase as the Master Plan density begins to materialize. Neither the County (through the direct use of LATIP funds) nor willing local developers (through construction and crediting) can implement necessary solutions if they are not identified and adopted by the program. The New Hampshire Avenue/Powder Mill Road intersection (among the most congested in the thoroughfare) cannot remain the ONLY intersection without programmed improvements. Importantly, I do not want the opportunity presented by the very first LATIP participants (who in this case are both in Hillandale AND willing to construct improvements) to be squandered.

I respectfully request that you adopt the proposed LATIP improvements in Hillandale, namely i) the widening of Powder Mill Road West of New Hampshire Avenue, ii) the extension of the Northbound Right turn lane East of New Hampshire Avenue, and iii) the Slip Ramp along Elton Road along with associated calming measures. I am aware of no arguments challenging the functional ability of these particular improvements to help address the identified need.

I understand and respect the concerns raised by some regarding the possibility that the presence of a new ramp could lead to increased usage of local roads. However, I believe that there are several viable solutions (including the proposed mitigations along Elton) to address those concerns.

Please adopt these much needed improvements just as the LATIP envisioned.

Respectfully,

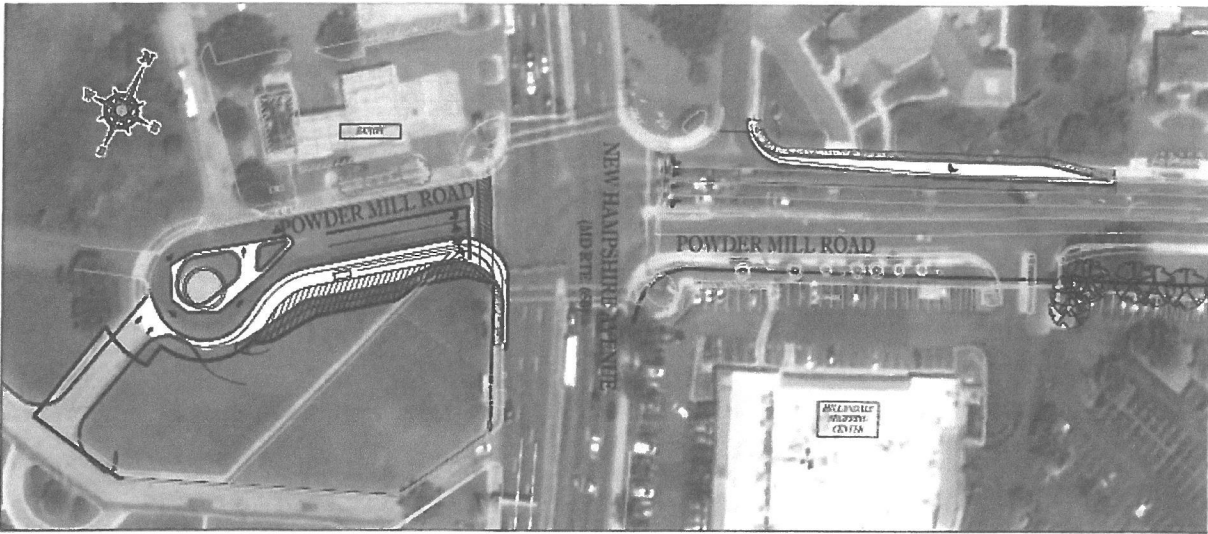
Jodi Gensley/UTILITY ENGINEERING
DESIGNER

Print Name / (Title)

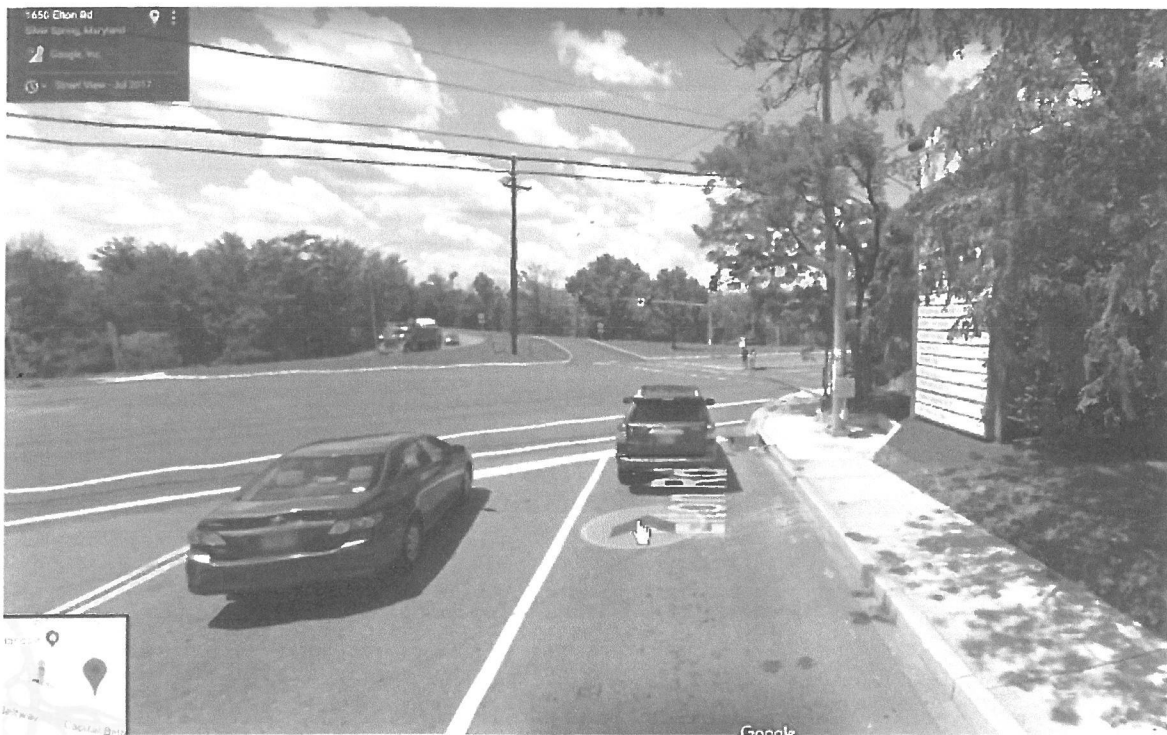
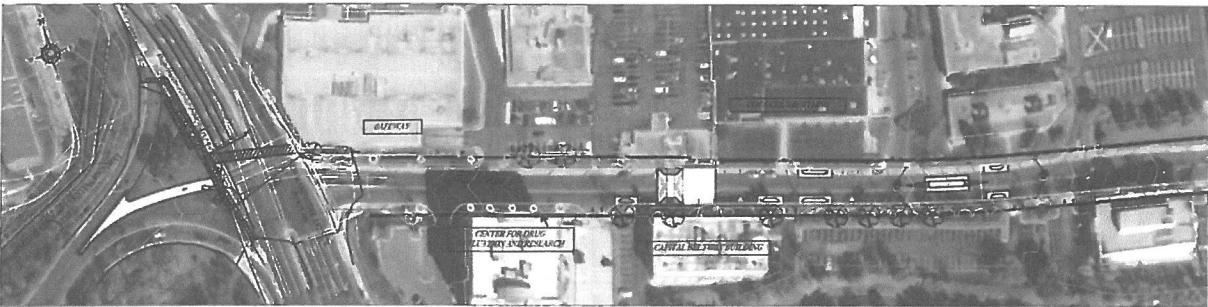
CHARLES P. JOHNSON : Assoc.
1751 ELTON ROAD, SILVER SPRING, MD
20903

Company/Affiliation/Address

ILLUSTRATIVE: POWDER MILL ROAD IMPROVEMENTS



ILLUSTRATIVE: SLIP RAMP & ELTON IMPROVEMENTS



Leach, Stacy

From: John Dyer <johnrdyer@verizon.net>
Sent: Tuesday, November 13, 2018 6:27 PM
To: Leach, Stacy
Cc: John Dyer
Subject: Hillandale Traffic Improvements

I support the the proposed Transportation improvements in Hillandale.
John R. Dyer
Johnrdyer@verizon.net
301-775-6081

Leach, Stacy

From: Jonathan Genn <jonathan@percontee.com>
Sent: Tuesday, November 13, 2018 9:21 PM
To: Leach, Stacy
Subject: Support for the Duffie Companies' Proposed Construction of a Beltway Slip Ramp at Elton Road and NH Ave

Dear Stacy Leach:

I am writing to urge MCDOT to approve the Duffie Companies' proposed construction of a slip ramp for access onto the Beltway from Elton Road/NH Ave intersection, and for the Duffie Companies to get full credit of those costs incurred against the LATIP payment the Duffie Companies would otherwise pay under the White Oak Science Gateway LATIP program.

There is no doubt that from a transportation engineering standpoint, the Duffie Companies' proposed slip ramp would be the most cost-effective way to mitigate congestion at the Powder Mill Road/NH Ave intersection. All other alternatives would create even more congestion and automobile back-up along Powder Mill Road at the NH avenue intersection, which (ironically) may even encourage more cut-through traffic through the Hillandale neighborhoods by west-bound traffic along Powder Mill Road by drivers who will be traveling southbound on NH Ave (south of the Beltway toward Langley Park).

All objective traffic engineering analyses would indicate that the Duffie Companies' proposed slip ramp solution would be (by far) the most cost-effective means of mitigating the anticipate traffic through the Powder Mill Road/NH Ave intersection.

I thus strongly urge MCDOT approve the Duffie Companies' proposal.

Please feel free to contact me, if you have any questions or comments.

Thank you!

Jonathan

Jonathan M. Genn, Esquire
Executive Vice President & General Counsel PERCONTEE, INC. & Global LifeSci Development Corporation
11900 Tech Road
Silver Spring, MD 20904
USA
O: +1-301-622-0100
M: +1-410-935-2599
E: jonathan@percontee.com

Please excuse any typos or automatic spelling (mis)corrections!

Leach, Stacy

From: Jordan Thren <jordanthren@cpja.com>
Sent: Thursday, November 08, 2018 11:28 AM
To: Leach, Stacy
Subject: Hillandale Traffic Improvements

I support the four MC DOT proposed improvements in Hillandale. I also support the elimination of the bus stop on northbound New Hampshire Ave at Powder Mill since it blocks traffic and is a substantial contributor to the road congestion in that area. The bus stop next to Safeway satisfies the transit need in that area.



Jordan R. Thren
Computer Technician | IT Department
Charles P. Johnson & Associates, Inc.
1751 Elton Road | Suite 300 | Silver Spring, MD 20903
301-434-7000 x124 | 301-434-9394 (fax)
www.cpja.com | jordanthren@cpja.com

Date: November ___, 2018

MCDOT Executive Administrative Aide Stacy Leach
Stacy.Leach@montgomerycountymd.gov
101 Monroe Street, 10th Floor
Rockville, MD 20850

RECEIVED

NOV 19 2018

MCDOT
DIRECTOR'S OFFICE

Re: Hillandale LATIP Improvements (LATIP) Testimony

Dear Ms. Leach:

I write you today to express my support for the immediate adoption of the proposed LATIP improvement package in Hillandale.

The Local Area Transportation Improvement Program is an important component in the realization of the vision crafted by the White Oak Science Gateway Master Plan.

At the time of the LATIP's adoption, the challenges associated with the New Hampshire Avenue/Powder Mill Road intersection were known and recognized within the program. The County Council designated up to \$5M in funds within the program specifically to afford much needed if yet unidentified improvements.

Without designated LATIP projects like those before you today, the program will be powerless to address the needs at the New Hampshire Avenue/Powder Mill Road intersection. We simply must implement improvements. The demands on New Hampshire Avenue will only increase as the Master Plan density begins to materialize. Neither the County (through the direct use of LATIP funds) nor willing local developers (through construction and crediting) can implement necessary solutions if they are not identified and adopted by the program. The New Hampshire Avenue/Powder Mill Road intersection (among the most congested in the thoroughfare) cannot remain the ONLY intersection without programmed improvements. Importantly, I do not want the opportunity presented by the very first LATIP participants (who in this case are both in Hillandale AND willing to construct improvements) to be squandered.

I respectfully request that you adopt the proposed LATIP improvements in Hillandale, namely i) the widening of Powder Mill Road West of New Hampshire Avenue, ii) the extension of the Northbound Right turn lane East of New Hampshire Avenue, and iii) the Slip Ramp along Elton Road along with associated calming measures. I am aware of no arguments challenging the functional ability of these particular improvements to help address the identified need.

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Please adopt these much needed improvements just as the LATIP envisioned.

Respectfully,

JORGE L. SANCHEZ
PRESIDENT/CEO
Print Name / (Title)

MAYA FINANCIAL GROUP, INC.
Company/Affiliation

Maya Financial Group
-Boss

Date: November 7, 2018

MCDOT Executive Administrative Aide Stacy Leach
Stacy.Leach@montgomerycountymd.gov
101 Monroe Street, 10th Floor
Rockville, MD 20850

RECEIVED
NOV 13 2018
MCDOT
DIRECTOR'S OFFICE

Re: Hillandale LATIP Improvements (LATIP) Testimony

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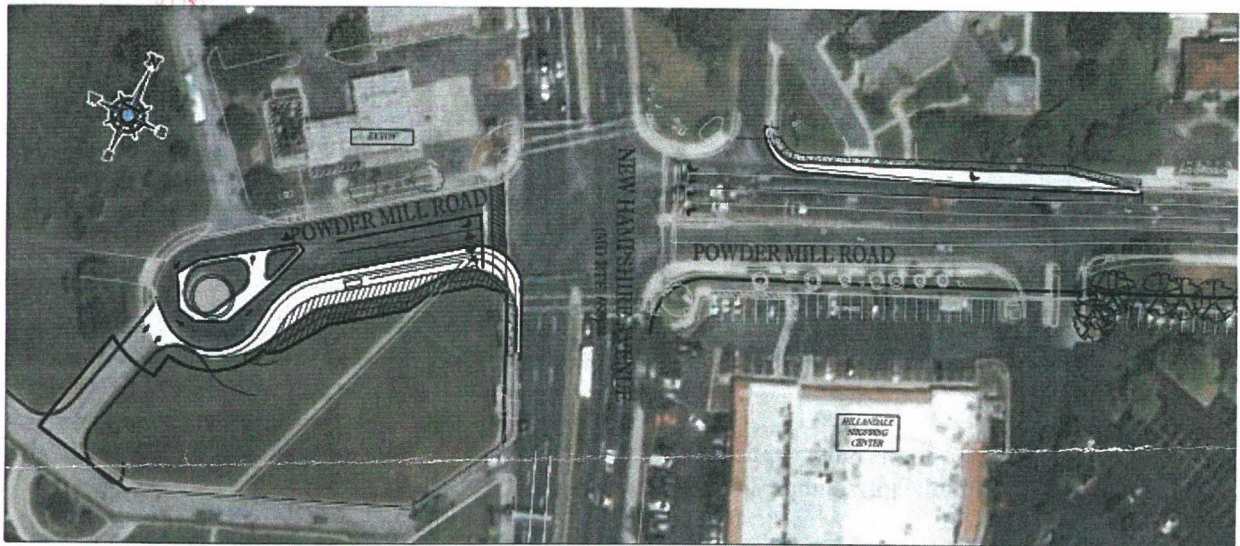
Juan Campos 11/7/18

Print Name / (Title)

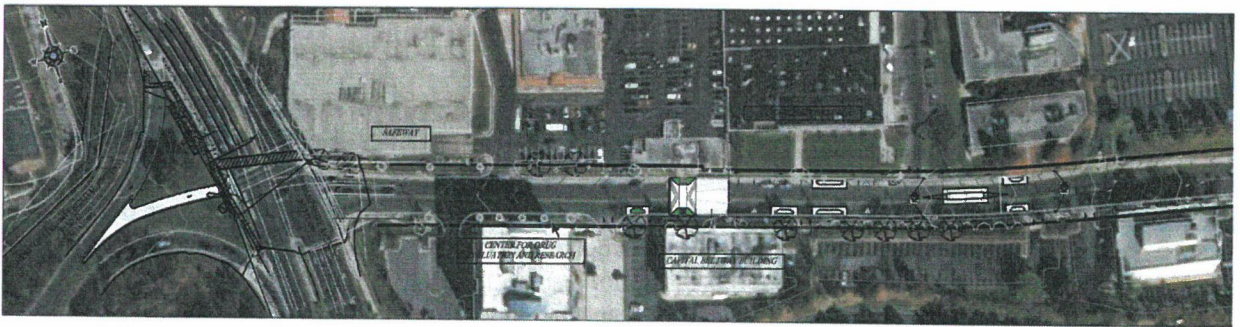
Kensington Realty Title LLC

Company/Affiliation

ILLUSTRATIVE: POWDER MILL ROAD IMPROVEMENTS



ILLUSTRATIVE: SLIP RAMP & ELTON IMPROVEMENTS



Date: November ___, 2018

MCDOT Executive Administrative Aide Stacy Leach
Stacy.Leach@montgomerycountymd.gov
101 Monroe Street, 10th Floor
Rockville, MD 20850

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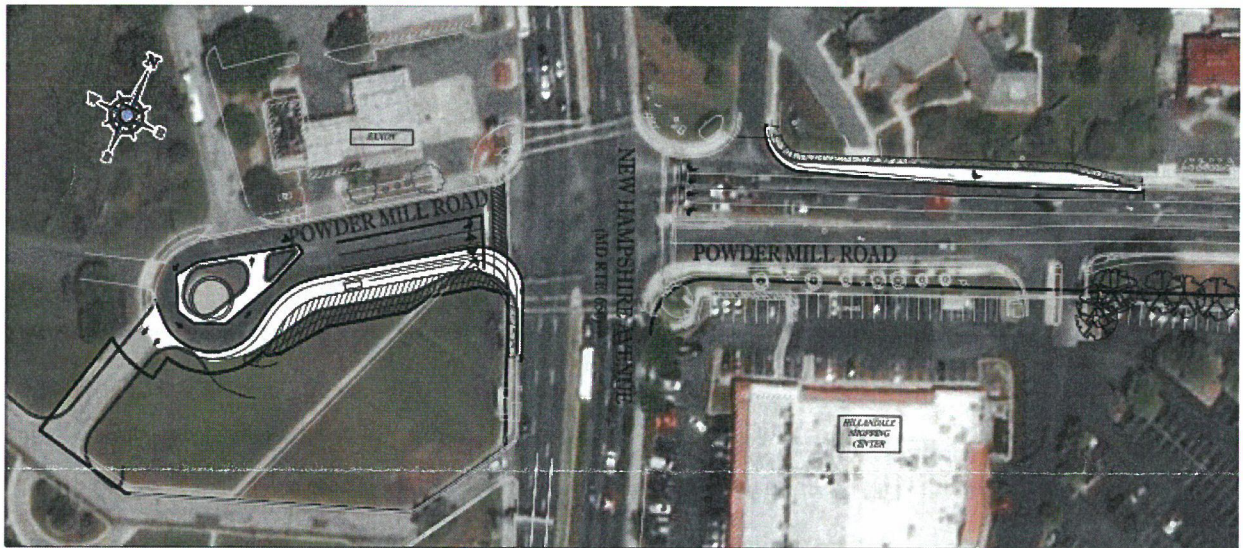
Respectfully,

Juan Campos 11/7/18 Smart Realty LLC

Print Name / (Title)

Company/Affiliation

ILLUSTRATIVE: POWDER MILL ROAD IMPROVEMENTS



ILLUSTRATIVE: SLIP RAMP & ELTON IMPROVEMENTS



Date: November 15, 2018

MCDOT Executive Administrative Aide Stacy Leach
Stacy.Leach@montgomerycountymd.gov
101 Monroe Street, 10th Floor
Rockville, MD 20850

RECEIVED
NOV 19 2018
MCDOT
DIRECTOR'S OFFICE

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Respectfully,

(TOM)
Khvong Nguyen

Print Name / (Title)

Salon EFX

Company/Affiliation

Leach, Stacy

From: Lillie R. Brown <lillierbrown@hotmail.com>
Sent: Thursday, November 15, 2018 4:49 PM
To: Leach, Stacy
Subject: My Testimony to Slip Ramp

The weather is freezing , causing hazardous road conditions. I probably will be unable to attend .

Lillie Richard Brown
2006 Forest Dale Drive
Silver Spring, Maryland 20903
301 439-3933

I live in the Hillandale Forest Community which will be directly and adversely impacted by cut through traffic on our residential streets.

I am in agreement with the objection raised by our Community and Community Board.

1. This cut through traffic from Riggs Road will add additional volume of speeding vehicles causing more hazardous conditions in our community.
2. We still have occasional Coca Cola tractor cutting through n the neighborhood from Riggs Road damaging lawns and property.
3. Aggressive drivers are creating hazards for neighbors trying to turn to or back out of their driveways.
4. There has Not been an Impact Study or Traffic Study addressing the negative effect and safety issues on Residential Streets.
5. This Plan is not serving the community well. The focus has been on impact of traffic on New Hampshire Ave and Powder Mill Road not residential streets.
6. Montgomery County is currently dealing with an increase number of pedestrians fatality on the streets. "Please don't add this tradity to our Residential Streets"
7. We trust and expect our Elected Officials and County Employees to protect our Tax Dollars, Welfare and Safety.
8. It you see something say something. We saw something and said something.

Leach, Stacy

From: Marc Bloom <MBloom@adventisthealthcare.com>
Sent: Thursday, November 08, 2018 11:45 AM
To: Leach, Stacy
Subject: Hillandale LATIP Improvements Testimony
Attachments: SKM_C554e18110811450.pdf

Ms. Leach – I live on Overlook Drive, just a couple of hundred yards from the intersection in question. I drive through it every day at least twice. This is a sensible, intelligent solution that will improve the flow of traffic, reduce accidents and ultimately save lives. No interference from distant parties should preclude moving forward with these improvements. Thank you, Marc Bloom

From: adventist@ahm.com [mailto:adventist@ahm.com]
Sent: Thursday, November 08, 2018 11:46 AM
To: Marc Bloom <MBloom@adventisthealthcare.com>
Subject: Message from KM_C554e

This email and its attachments may contain privileged and confidential information and/or protected health information (PHI) intended solely for the use by Adventist HealthCare and the recipient(s) named above. If you are not the recipient, or the employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any review, dissemination, distribution, printing or copying of this email message and/or any attachments is strictly prohibited. If you have received this transmission in error, please notify the sender immediately by calling the sender and permanently delete this email and any attachments. Thank You.

Date: November 8, 2018

MCDOT Executive Administrative Aide Stacy Leach
Stacy.Leach@montgomerycountymd.gov
101 Monroe Street, 10th Floor
Rockville, MD 20850

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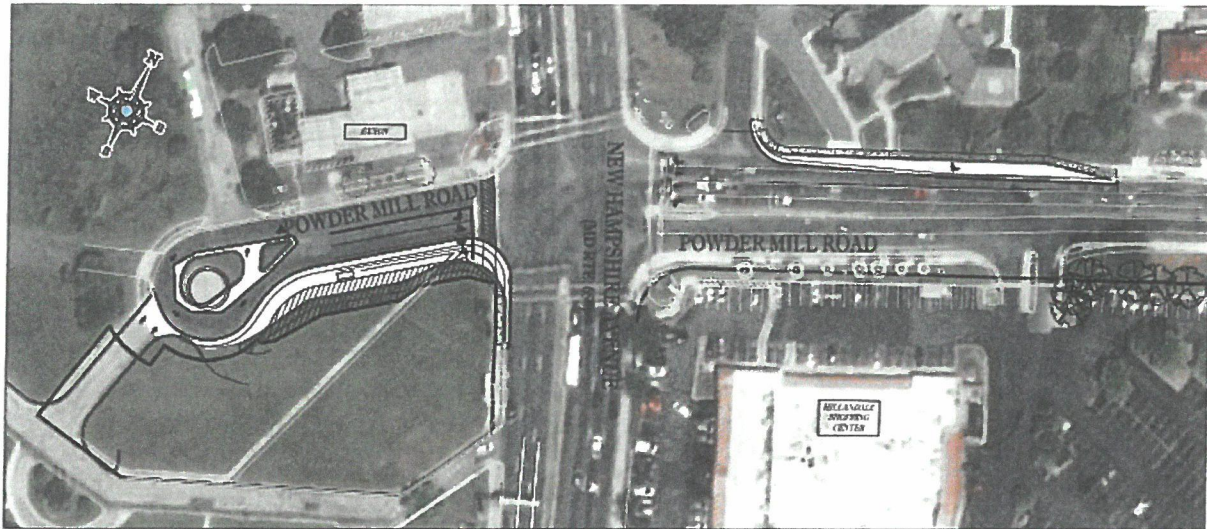

MARC J. BLOOM

Print Name / (Title)

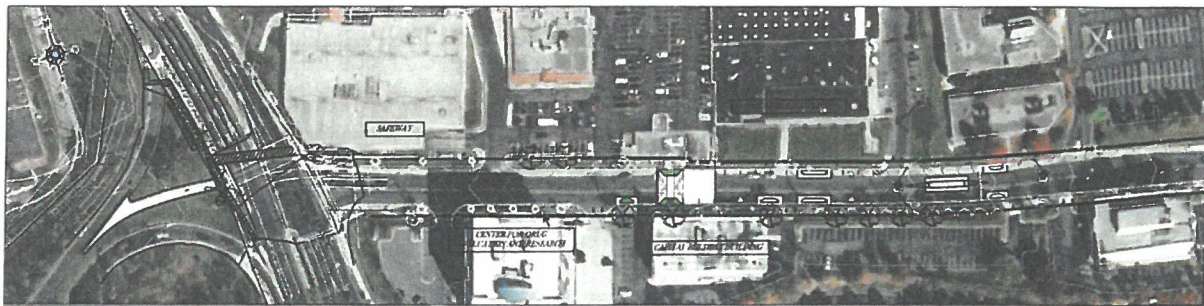
ASSOCIATE VICE PRESIDENT
WASHINGTON ADVENTIST HOSPITAL

Company/Affiliation

ILLUSTRATIVE: POWDER MILL ROAD IMPROVEMENTS



ILLUSTRATIVE: SLIP RAMP & ELTON IMPROVEMENTS



**PUBLIC HEARING—Thursday, November 15, 2018
New Hampshire Avenue and Powder Mill Intersection**

To: Members of the Department of Transportation, Montgomery County

**From: Hillandale Citizens Association
Margie Goergen-Rood, President**

The Hillandale Citizens Association appreciates the Duffie Companies' investment in our community; however, the current White Oak LATIP proposal in the Hillandale community, specifically to install a slip ramp at the intersection of New Hampshire Avenue (MD 650)/Elton Road and the Capital Beltway is not acceptable due to the safety issues it would cause along our adjacent residential streets.

In particular, the slip ramp included in this proposal will make cut-through traffic in Hillandale Forest all the more attractive. This creates real pedestrian safety, quality of life and diminishing property value issues in our community that must be considered in any plan moving forward.

The MD 650 and Powder Mill Road intersection is the only intersection from the 2016 LATIP study without a plan in place for transportation improvements promised by the LATIP process. There are also two significant adjacent areas that need to be included in any traffic study to adequately address traffic and safety issues in Hillandale. These intersections -- Powder Mill Road and Riggs Road and the portion of New Hampshire Ave between the Capital Beltway and Oakview Drive -- must be considered as part of a truly comprehensive look at traffic challenges in this area.

As much as we agree on the need to see improvements to the traffic problems in Hillandale -- and appreciate the Duffie Companies efforts to invest directly in the community -- we do not agree that the slip ramp is the right improvement. The proposed slip ramp will make cut-through traffic in Hillandale Forest -- a current and longstanding safety issue -- worse.

Our community requires a detailed traffic and right-of-way study in order to holistically assess the improvements needed in our area. We encourage county officials to fulfill the other promises of the LATIP -- coordination, equity, and transparency -- with a thorough independent evaluation of this critical corridor.

Testimony to Montgomery County Department of Transportation
Regarding: The Duffie Companies Proposed Hillandale LATIP Improvements
Eileen Finnegan finnegan20903@yahoo.com to stacy.leach@montgomerycountymd.gov
November 15, 2018

The Department of Transportation has a very difficult choice in making an open decision regarding the proposal by The Duffie Companies for their desired transportation improvements to benefit their developments within the context of the LATIP. DOT's responsibility is to carry out the goals of the new "pay and go" scheme instituted for the White Oak Science Gateway Master Plan area while working toward full implementation of the plan. DOT held two well-attended public participation presentations on this proposal by The Duffie Companies, and heard strong opposition to the "slip ramp." The input at these meetings should weigh heavily on DOT's decision-making process.

The package of developer proposed LATIP improvements with the slip ramp should not be approved. The harmful impacts to the Hillandale Forest neighborhood have not been addressed. The negative impacts to a bi-County neighborhood, while not fully considering solutions for the known New Hampshire Avenue capacity issues would be short-sighted on the part of DOT. And remarkably, DOT staff has indicated that the slip ramp may not be permanent, in that if space is needed for the BRT, it might be pulled out! That alone flies in the face of the LATIP goals.

As DOT is aware, the WOSG plan was approved as being "out of [transportation] balance" with far more density than anticipated improvements could manage. New transit options, yet to be implemented, are to handle much of the anticipated density. Now comes the first test for DOT of how this all will be managed, by the old-school, per-project, Band-aid approach, or by keeping to the LATIP directive to look long-term at the whole with prioritized and well-considered planning.

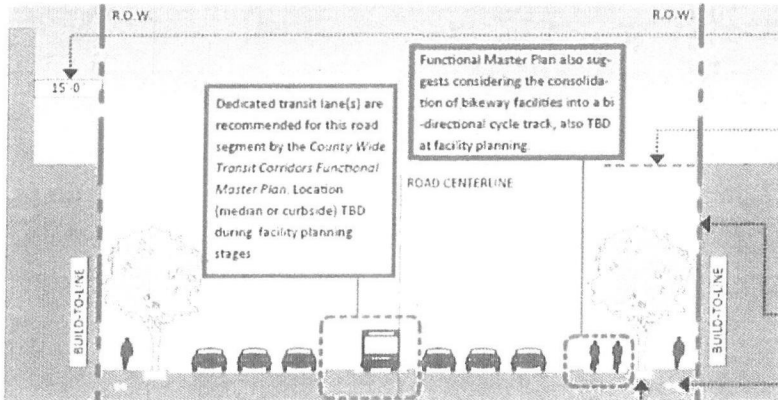
I urge DOT to not approve this specific package of LATIP improvements, but move swiftly and do an independent, Hillandale-area LATIP study to resolve the many issues which were never resolved in the original LATIP study done in 2016-17. Waiting for the full WOSG LATIP redo in 2023 is a disservice to Hillandale residents. Use part of the unencumbered \$111k now in the LATIP CIP (P501540). Additionally, DOT must ensure that the forecast data used is accurate.* The results of this effort should be a specific set of recommendations to be substituted for the \$5M place holder currently being used for Hillandale. Businesses, residents, developers and most importantly SHA should be apprised and consulted in this effort, not merely notified. The study should be centered on Hillandale but reach north to Oaklawn, south to Oakview and east to Riggs and Powder Mill.

As acted on by Council on February 14, 2017, there were several issues to be addressed with the \$5M placeholder. It was also recommended that the Riggs at Powder Mill intersection be considered as an LATIP item at 50% participation rate. Honest results are needed.

PHED Committee (and Council staff) recommendation (3-0): Increase the LATIP cost for the MD 650/Powder Mill Road intersection improvement to \$5 million (+\$3.8 million). There are significant questions as to how to address future traffic congestion here. Is the northbound right turn-lane really enough, or should one or more of the master planned turn lanes be included? Will the cross-section of MD 650 need to move to the west to accommodate a northbound right-turn lane? Will there be room for the one-lane reversible BRT master-planned for MD 650? Can the Elton Road slip ramp be built while finding means to curtail cut-through traffic on the residential streets of Hillandale Forest? And what portion of whatever improvements are made at the MD 650 intersections with Powder Mill Road and Elton Road will be funded by SHA? The \$5 million would simply be a placeholder until these issues are resolved.

*COG forecast numbers for FDA/Army TAZ 592 are in error for 9.0 (2,329) and 9.1. (8,975) corrections pending; the correct number from COG 8.3 is 14,000

New Hampshire Avenue



This WOSG Design Guidelines' graphic showing New Hampshire's right-of-way provides a glimpse of what is required in a very tight space. But there is more to manage than what is shown. Potentially additional vehicle capacity on New Hampshire, safe and sufficient local bus stops, and a quality BRT station. Evaluating the available, necessary and possibly additional right-of-way is critical, before it is just too late and development proceeds without a comprehensive plan.

During DOT's information briefings promoting this LATIP proposal, DOT staff made the point that if this package is not accepted, nothing will be done in Hillandale for a very long time. This tactic has fueled questions of the commitment that the County and DOT has to a community which is traffic-transit challenged and often feels treated like the poor step-child to other areas within our County. DOT has a responsibility to evaluate and forward-fund projects that are needed as the development proceeds in Hillandale and across the White Oak Science Gateway.

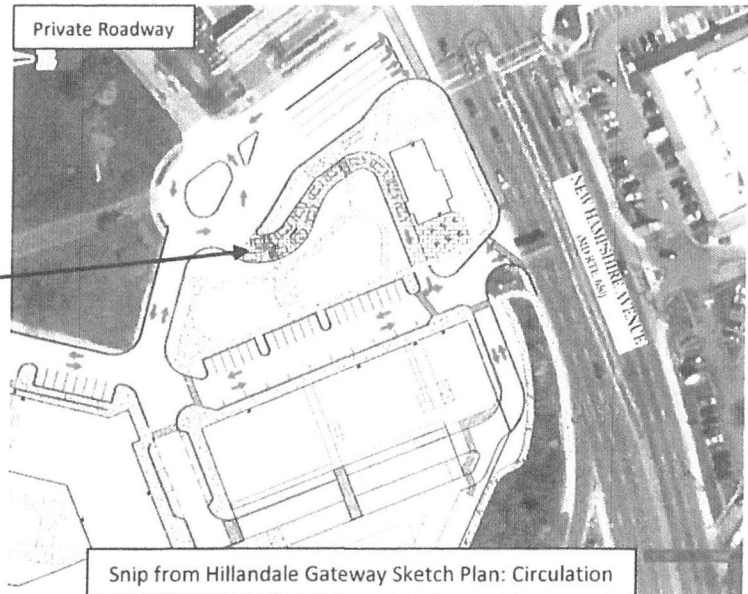
Please do not approve the LATIP package with the Elton Road Slip Ramp. Attached are additional comments on each of the proposed improvements for consideration.

Thank you for the opportunity to comment on this important issue.

Specific Comments on The Duffie Companies' Hillandale LATIP Improvements

West Leg of Powder Mill:

This round-about terminus of Powder Mill Road will become the major access and egress point for the Hillandale Gateway mixed-use project. This sketch plan-approved project includes up to 500 dwelling units, 700 parking spaces, retail and a drive-thru establishment. The new drive lane to the drive-thru is not called out on the LATIP drawing, but is shown here.



As proposed, there will be two bus stops along Powder Mill's south side. But routinely there are more than two buses staging at this location. Often buses are stacked, or a layover bus or two has backed into the private road to the north of the circle awaiting dispatch.

There is a Hillandale Transit Center in the LATIP and in the DOT facility planning workplan. This transit center was to not only have bus stops, but a layover lot with a driver restroom off of the private roadway. This facility was required for the site-plan approval of the drive-thru bank which was previously planned. ***Now is the time to ensure that this transit center becomes a reality by encouraging the developer to augment their tax credit submission to provide this full facility.***

East Leg of Powder Mill:



Additional evaluation of how this lane extension will function with Greenacres Drive is necessary. Greenacres is a vital link from "old" Hillandale to New Hampshire Avenue. Currently, vehicles use the Church of Our Saviour (COS) driveway to cut-thru to Greenacres to get on to New Hampshire either through the Shell station, or by using Overlook further into the community. Greenacres is heavily used by patrons and residents to exit onto Powder Mill to turn left

onto New Hampshire. Has COS been consulted or notified?

Elton Road Traffic Calming:

The proposed street scaping of the COMMERCIAL section of Elton in front of the Home2 Suite hotel lifts the "no-overnight parking" restrictions which were put in place to prevent commercial box trucks/lift-tow trucks without local connections from parking in the area overnight. Since The Duffie Companies has determined that more hotel-related overnight-street parking is necessary and the street scaping provides limited parking bump-outs in the area of the hotel, changing the parking restrictions to this limited section is fine. ***The balance of the commercial block in front of and across from 1751 Elton must continue to have the overnight parking restrictions, please.***

Elton Road Slip Ramp:

Do not approve this developer-requested improvement. This road segment was not included in the White Oak Science Gateway Master Plan and the problems associated with this proposal have not been adequately addressed.

Remarks for Testimony: Position statement regarding Slip Ramp impacting Hillandale Forest

Margruetta B. Hall, M.Sc., Ph.D. – 10202 Green Forest Drive, Silver Spring, MD 20903

Position as community resident: Our family **is not** in agreement with the plans to build a slip ramp impacting Hillandale Forest. There is no value-added benefit for this community.

1. There have been no community - stakeholders meetings between the Duffie Corporation and Hillandale Forest residents over the past year regarding this proposal that will burden the neighborhood with significant “through-traffic” for purposes of having a “slip ramp” (beltway entry for westbound traffic from Wooded Way and Elton Road) convenient for corporate business purposes and their customer base.
2. Traffic studies that examined traffic issues and congestion on New Hampshire Avenue, Power Mill and Riggs Road. The “slip ramp” option as a solution, DID NOT ADDRESS the impact of directing increased day and night traffic through Hillandale Forest; nor the effects on residents’ safety, infrastructure, quality of life, and community disruption. Monies that were requested for such studies are available but were not used to address these issues.
3. Streets in this densely populated residential area are not designed to support such an increase in the volume and frequency of such traffic. This 1950’s community, was designed as a walkable, child and family-friendly neighborhood with amenities that encourage safe, peaceful, friendly, healthy and quiet living. This way of life will be destroyed by the proposed use as a “cut-through community” for beltway entry.
4. Using our streets as a throughway to the beltway will eliminate or severely limit our abilities to park on both sides of our streets, endanger children, parents and school busses in the community during rush hour periods, interrupt weekly routines of trash pickup, and daily residential driving. Further, it would become difficult, and challenging just leaving from our own driveways! The increase in the noise levels from vehicles throughout the day and night would destroy our community’s peacefulness and disturb our quality of rest. Certainly, pride in our community would be negatively affected.
5. Our property values would likely decrease. The community reputation as a safe, livable community would greatly diminish. This is certainly not what Montgomery County is all about.
6. This issue was addressed about 20 years ago and was soundly rejected by the community.
7. The external proposals submitted without neighborhood engagement, APPEAR to be based on the NEEDS of the commercial entities for profit and not for the taxpaying community members, our values, and our quality of life.
8. Is Hillandale Forest being victimized for the needs of the few? The values and needs of the residents were not considered in the proposals. Are we too late? Are we taxpaying citizens being ignored?

Let’s slow down and seek positive solutions ... NOT CREATE ADDITIONAL PROBLEMS.

Thank you.

Leach, Stacy

From: Mark Otto <mark.ot2o@gmail.com>
Sent: Monday, November 12, 2018 11:16 AM
To: Leach, Stacy; Bandeh, Jewru
Cc: Mrs. Wilda Chisolm; Louise Cullen
Subject: Re: Hearing on New Hampshire intersection improvements
Attachments: image001.jpg; image001.jpg

works at Giant
- Boss

Dear Ms. Leach,

I am in favor of #2, the slip ramp on Elton Rd. I think that will mostly help traffic from the Hillandale shopping center and the Coke plant go west on the beltway.

#1 is a good approach to the gradually increasing the barriers to traffic on Wooded Way and Elton Rd, of which I am one. I think the traffic has slowed due to the PG speed humps, but I am not a resident along those streets. A raised crosswalk after the Avenel Apartments would add another speed hump and mark the entrance into the community, hopefully making through traffic not even start to speed.

I think a cutoff like a curb and garden bed there or on Wooded Way at the corner of Elton Rd should be considered, if no lesser measures work. This would give Elton Rd residents access to NH Ave north and south, and the beltway east and west. Wooded Way residents would have access through Green Forest and/or Powder Mill Rd. These residents need to face the tradeoff of easy access or lessening the traffic in front of their houses even if the slip ramp is not built. Since I use the Wooded Way-Elton Rd, I am suggesting cutting off my own access. This is a PG County decision though, but counties need to coordinate their actions.

#3 suggest that there is a lot of development that is going to take place in Gateway project. Maybe there should be an extra lane from Powder Mill South down to the West 495 entrance.

#4 Extending the right turn lane would help traffic going north on NH, but this would not leave much room in front of the church even if it is green space. One of the difficulties at that intersection is the Greenacres Dr traffic turning out to go south on NH. Maybe some intersection markings could make that easier.

Mark Otto

From: Bandeh, Jewru [<mailto:Jewru.Bandeh@montgomerycountymd.gov>]
Sent: Wednesday, November 07, 2018 6:14 PM
To: Bandeh, Jewru
Cc: Cooper, Linda
Subject: Public Hearing Announcement-New Hampshire Avenue/Powdermill Road Intersection Improvements

Greetings

Please see below an announcement from the County's Department of Transportation about a Public Hearing we hope you are able to attend.

Leach, Stacy

From: Michael Loe <MLoe@cpja.com>
Sent: Monday, November 19, 2018 8:30 AM
To: Leach, Stacy
Subject: Hillandale Traffic Improvements - I Support!

Hello Stacy.

I am writing this email because I support the proposed transportation improvements proposed for Hillandale. The improvements would significantly improve the traffic circulation throughout the area where I work and improve my commute while reducing my impact to the neighborhood.

Thanks,
Mike Loe



Michael Loe, PLA, ASLA
Senior Landscape Architect
Planning Department
Charles P. Johnson & Associates, Inc.
1751 Elton Road | Suite 300 | Silver Spring, MD 20903
301-434-7000 x146 | 301-434-9394 (fax)
www.cpja.com | MLoe@cpja.com

Leach, Stacy

From: Mikiko Land <MLand@cpja.com>
Sent: Thursday, November 15, 2018 6:53 PM
To: Leach, Stacy
Subject: LATIP improvements in Hillandale

Dear Ms. Leach:

I support the proposed Transportation Improvements in Hillandale.

I respectfully request that you adopt the proposed LATIP improvements in Hillandale, namely i) the widening of Powder Mill Road West of New Hampshire Avenue, ii) the extension of the Northbound Right turn lane East of New Hampshire Avenue, and iii) the Slip Ramp along Elton Road along with associated calming measures. I am aware of no arguments challenging the functional ability of these particular improvements to help address the identified need.

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Please adopt these much needed improvements just as the LATIP envisioned.

Respectfully,

Mikiko Land, MBA

Director Corporate Marketing | Business Development

Charles P. Johnson & Associates, Inc.

1751 Elton Road | Suite 300 | Silver Spring, MD 20903

301-434-7000 x105 | 301-434-9394 (fax)

www.cpja.com | MLand@cpja.com

Date: November 8, 2018

MCDOT Executive Administrative Aide Stacy Leach
Stacy.Leach@montgomerycountymd.gov
101 Monroe Street, 10th Floor
Rockville, MD 20850

RECEIVED
NOV 13 2018
MCDOT
DIRECTOR'S OFFICE

Re: Hillandale LATIP Improvements (LATIP) Testimony

Dear Ms. Leach:

I write you today to express my support for the immediate adoption of the proposed LATIP improvement package in Hillandale.

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At the time of the LATIP's adoption, the challenges associated with the New Hampshire Avenue/Powder Mill Road intersection were known and recognized within the program. The County Council designated up to \$5M in funds within the program specifically to afford much needed if yet unidentified improvements.

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I understand and respect the concerns raised by some regarding the possibility that the presence of a new ramp could lead to increased usage of local roads. However, I believe that there are several viable solutions (including the proposed mitigations along Elton) to address those concerns.

Please adopt these much needed improvements just as the LATIP envisioned.

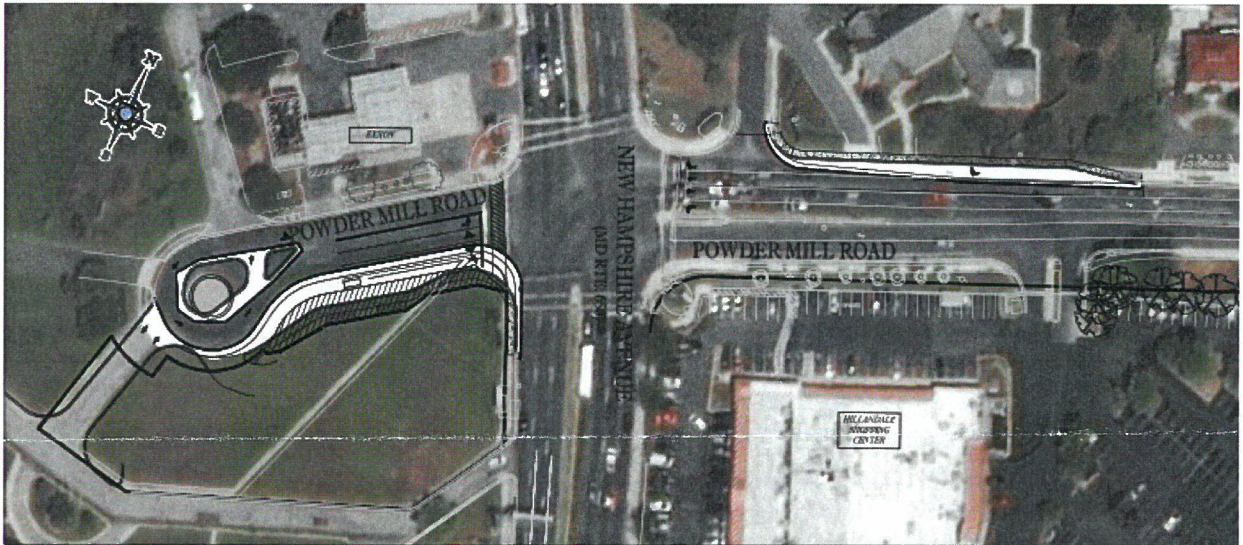
Respectfully,

Nancy B. Sager

Print Name / (Title)

Work on Elton Rd & the
traffic leaving Elton & trying
to get on the beltway west is
creating a dangerous situation.

ILLUSTRATIVE: POWDER MILL ROAD IMPROVEMENTS



ILLUSTRATIVE: SLIP RAMP & ELTON IMPROVEMENTS



Leach, Stacy

From: Norton Elson <NElson@adventisthealthcare.com>
Sent: Thursday, November 08, 2018 11:26 AM
To: Leach, Stacy
Subject: Hillandale LATIP Testimony
Attachments: LATIP Support Letter.pdf

See my attached letter of support of the Hillandale LATIP. The need is clear and compelling, and the proposed mitigation strategy is simple, straightforward and cost-effective. I have not heard any viable counter-proposals.

When Washington Adventist Hospital relocates to our new campus in White Oak, the need to address congestion at the NH Avenue/Powder Mill Road intersection will be even more urgent.

Thanks for your consideration.

NE

Norton A. Elson, MD

AHC Medical Director of Quality and Clinical Effectiveness

Pulmonary Medicine, Washington Adventist Hospital

7600 Carroll Avenue Takoma Park, MD 20912

Voice: (301) 891-5450 Fax: (301) 891-6089

Direct Exchange: nortonelson@nortonelson.direct.care360.com

eMail: nelson@ahm.com

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Date: November 8, 2018

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Stacy.Leach@montgomerycountymd.gov
101 Monroe Street, 10th Floor
Rockville, MD 20850

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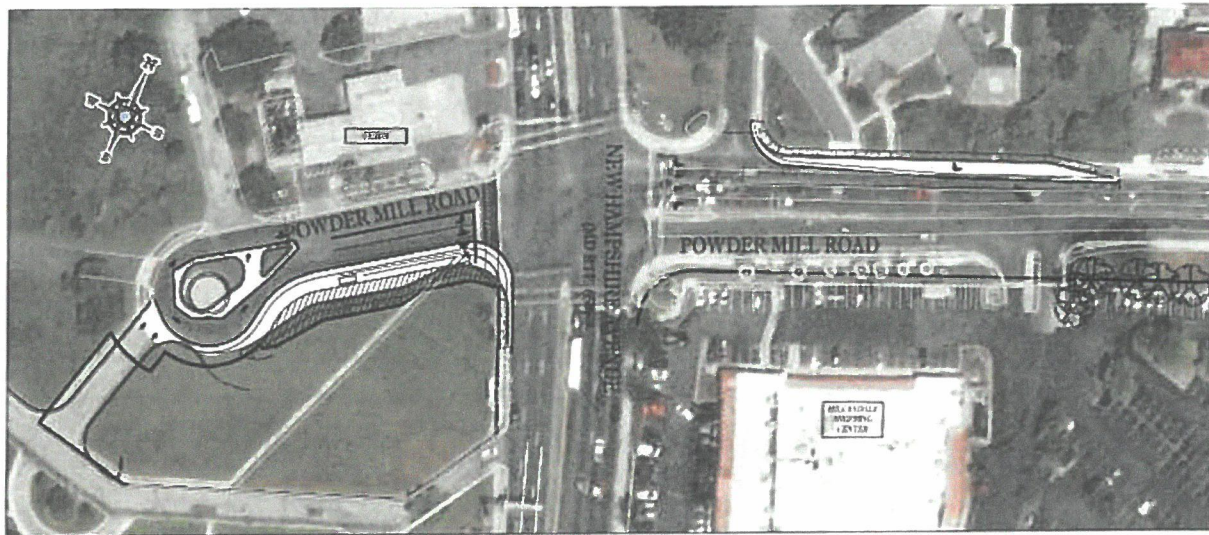
NORTON ELSON MD

Print Name / (Title)

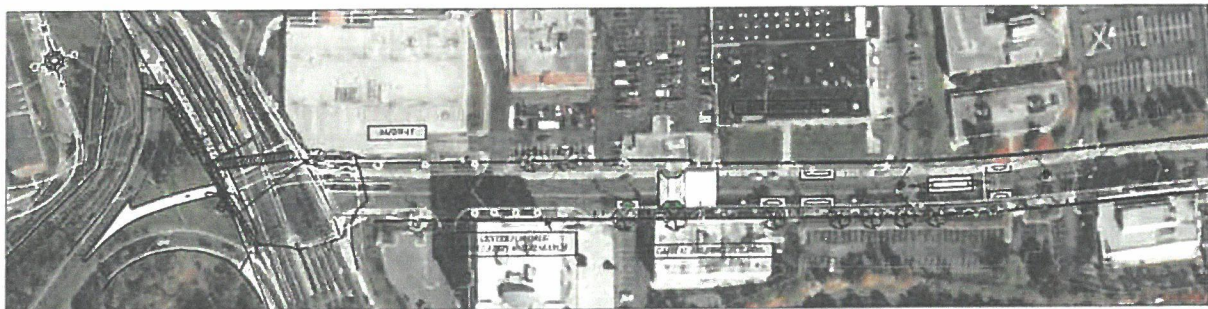
Adventist HealthCare
Washington Adventist Hospital

Company/Affiliation

ILLUSTRATIVE: POWDER MILL ROAD IMPROVEMENTS



ILLUSTRATIVE: SLIP RAMP & ELTON IMPROVEMENTS



Date: November 1, 2018

MCDOT Executive Administrative Aide Stacy Leach
Stacy.Leach@montgomerycountymd.gov
101 Monroe Street, 10th Floor
Rockville, MD 20850

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NOV 13 2018
MCDOT
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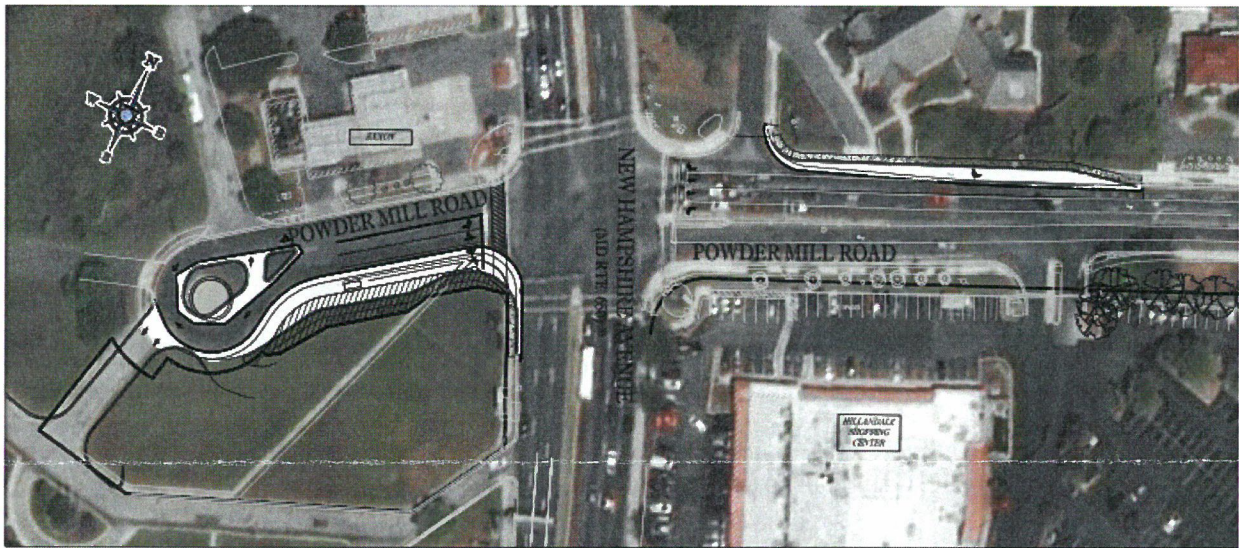
PATRICIA McDERMOTT - MEMBER

Print Name / (Title)

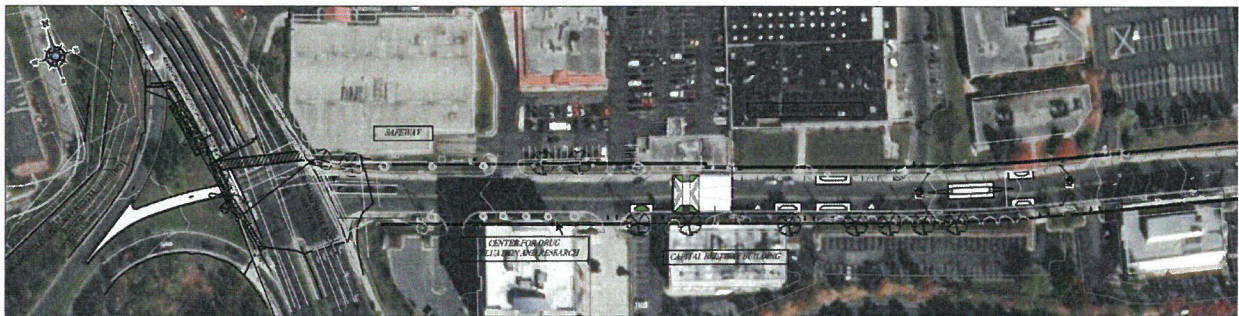
Rockledge Insurance Group, LLC

Company/Affiliation

ILLUSTRATIVE: POWDER MILL ROAD IMPROVEMENTS



ILLUSTRATIVE: SLIP RAMP & ELTON IMPROVEMENTS



Leach, Stacy

From: Patrick Corey <patrick.corey2@verizon.net>
Sent: Wednesday, November 14, 2018 2:40 PM
To: Leach, Stacy
Subject: Transportation Plan

Dear Ms.Leach,

My wife and I have been citizens of Montgomery County since 1971 and lived in Silver Spring and Colesville that entire time. We have raised two daughters and now have two granddaughters living in Colesville, as well. We have witnessed first hand the massive increase in traffic in these almost 40 years and as a member of the Colesville Community Citizens Association, completely agree with the letter that Dan Wilhelm has sent regarding the needed transportation changes he has recommended.

Sincerely,

Patrick Corey

Sent from my iPhone

Leach, Stacy

From: Perry <p.s.levin@att.net>
Sent: Tuesday, October 30, 2018 10:52 PM
To: Leach, Stacy
Subject: Improvements for the MD 650/Powder Mill Road Intersection

Stacy Leach,

I am writing concerning the proposal to alleviate traffic problems at the New Hampshire Avenue (NH Ave.) and Powder Mill Road (PM Rd.) area. I frequently drive through this area transporting people from BWI Airport to the Tommy Douglas Conference Center at the western end of PM Rd.

Traffic leaving the outer loop of I-495 to go north on NH Ave. is subject to a traffic light to facilitate the merge. When the light turns green for the exiting traffic it is then subjected to another red traffic light less than 100 feet further at Elton Road. When that light turns green there is about 100 yards to a red traffic light at PM Rd. For such a short distance to have 3 traffic lights is less a factor of traffic calming and more traffic obstruction. Especially in the afternoon rush hour, consideration should be given to allowing the outbound NH Ave. flow of traffic to proceed as unobstructed as possible.

Consideration is also needed along this short stretch of NH Ave. to 1) the small amount of traffic exiting Elton Road, 2) traffic turning left from PM Rd. onto NH Ave., and 3) northbound NH Ave. traffic making a left or U-turn at PM Rd. I believe a study needs to be done to determine how much traffic is factoring into the traffic flow before adjustments are made. However, one change that can be made now concerns the light at PM Rd. At present, when NH Ave. traffic is stopped at PM Rd., northbound traffic is first given green and left-turn lights while holding southbound traffic. In afternoon traffic the southbound traffic should first be given green and left-turn lights. If northbound is given priority later in the cycle this would help clear out the northbound traffic before a red light. If possible, this could be reversed in the morning rush hour. But northbound NH Ave. is more complicated because of the exiting I-495 outer loop traffic.

If necessary I am available to discuss this in person. I can be reached at p.s.levin@att.net or on my cell at (301)252-7918. Thank you for considering my proposal.

Perry Levin
11923 Parklawn Dr. #103
Rockville, MD 20852-2617

Leach, Stacy

From: pmyokhin@verizon.net
Sent: Wednesday, November 14, 2018 1:44 PM
To: Leach, Stacy
Subject: Transportation Improvements in Hillandale

On behalf of the Tamarack Triangle Civic Association, we would like to convey our support of the transportation improvements proposed for Hillandale. We feel that this is just one of the necessary steps required to address one of the major traffic congestion areas in East County, and by extension the entire eastern traffic corridor of Eastern Montgomery County.

With the pilot of the new revamped LATIP model being applied to the White Oak Science (WOSG) Master Plan region, the developer of the Hillandale Gateway has committed funds to implement the traffic and roadway solutions to aid relief of this congestion. Unlike the Impact Taxes levied on developers, the LATIP monies has to be spent in the WOSG area and the developer has committed to 100% funding of the improvements related to its development project. These improvements will not only aid in the relief of congestion in this area, but also lay the groundwork for the implementation of the New Hampshire BRT corridor – a much needed BRT route. As the first project to use the new LATIP model, a successful implementation would provide developers, MCDOT and SHA, the Planning Department and Planning Board the basis and framework for use of this new LATIP model in future developments, certainly in the WOSG Master Plan area and possibly around the county.

Regards,
Peter Myo Khin
Tamarack Triangle Civic Association
202-257-8071
pmyokhin@verizon.net



Virus-free. www.avast.com

Date: November __, 2018

MCDOT Executive Administrative Aide Stacy Leach
Stacy.Leach@montgomerycountymd.gov
101 Monroe Street, 10th Floor
Rockville, MD 20850

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NOV 14 2018
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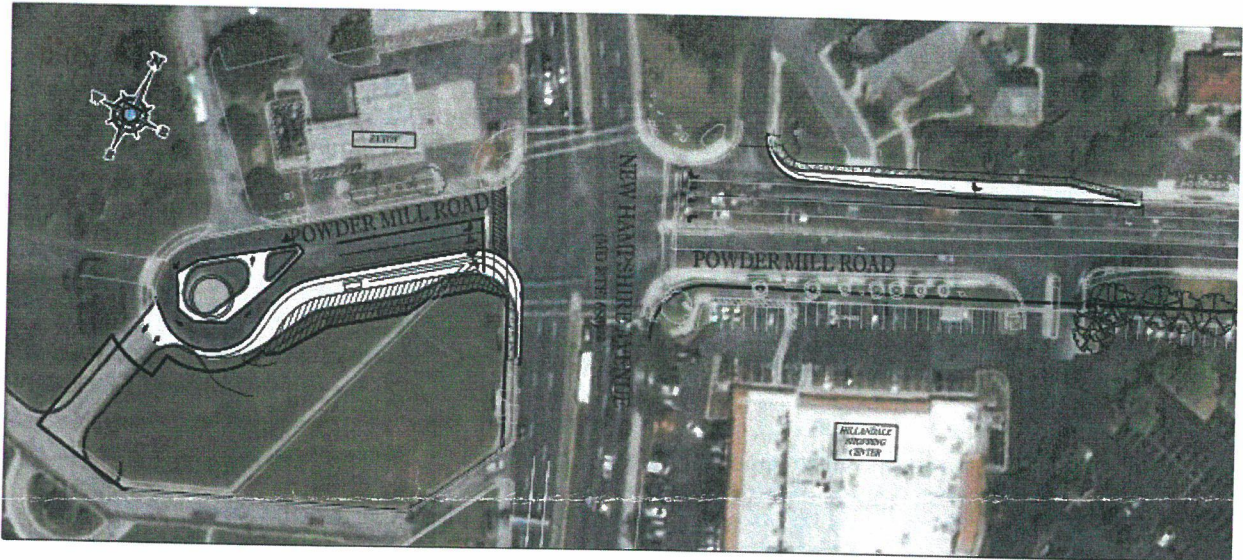
RAFAEL E. ALCANTARA
president

Print Name / (Title)

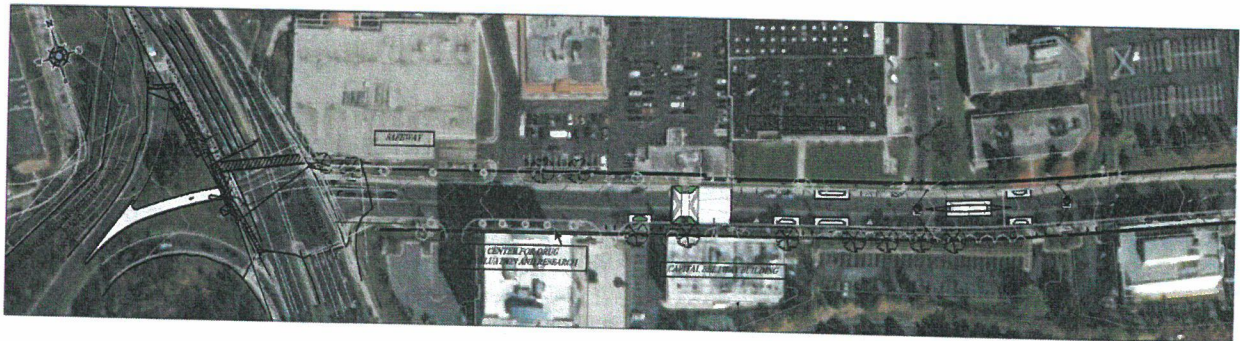
ALCANTARA DRIVING SCHOOL CORP.

Company/Affiliation

ILLUSTRATIVE: POWDER MILL ROAD IMPROVEMENTS



ILLUSTRATIVE: SLIP RAMP & ELTON IMPROVEMENTS



Leach, Stacy

From: Richard Hoehn <rahoehn@comcast.net>
Sent: Wednesday, November 21, 2018 5:40 PM
To: tom@tomhucker.com; jim.rosapepe@senate.state.md.us; Leach, Stacy; 'Lehman, Mary A.'
Cc: 'Pat Myers'; finnegan20903@yahoo.com
Subject: Thoughts on Hillandale slip ramp to 495 West

Final thoughts on the Hillandale slip ramp, for the record. I have learned some things since the Nov. 13 email below.

1. The biggest issue is not convenience/inconvenience but the real cost is increased damage to people and property, especially on the upper part of Wooded Way. My wife and I commuted from Hillandale down New Hampshire to downtown DC and back every working day (and some weekends) for two decades. City life means congestion. Look at the beltway, 270, Colesville (29). Have you ever tried to find a hotel in cities in Europe where the streets sometimes change names every block? City life has its inconveniences as well as joys. That's qualitatively different than ambulances hauling people off, sweeping car parts out of your driveway, and dealing with damage to your yard/landscape/tree/wall (all of which happened this year).
2. I've not heard anyone talk about traffic from I 95 South exiting at Calverton in order to avoid the backup at the 95/495 interchange, but headed West on the beltway. Once Google Maps, Waze (especially), and other GPS systems discover the slip ramp, additional cars on I 95 will likely exit at Calverton, come down Powder Mill/Riggs, and head down Wooded Way and up Elton to the slip ramp.
3. Will both Counties listen to residents or only to the convenience of transients and a developer. I'm generally pro development, but my experience with Uptown, Chicago and Mayor Richard Daley's planners, all of whom were good, well-meaning, people, suggests that urban planners always think they know what's best for the *hoi polloi*. But, it's not always so.
4. Among the options presented by Montgomery County, assuming the slip ramp will go through in spite of the community, is a 15 or 20 mi. speed limit sign on Wooded Way and speed cameras on both sides of the street around 2009, 2011. And/or, one-way traffic going up the street 5AM to 10AM, and down the street 3PM to 8PM. Big signs. Intensively policed for a while. That might at least reduce rush hour traffic. Very inconvenient for local residents, but better than accidents.
5. Where is Prince Georges in all this? Stop the slip ramp until PG takes action on the locally affected streets.

Richard A. Hoehn
2007 Wooded Way

From: Richard Hoehn <rahoehn@comcast.net>
Sent: Tuesday, November 13, 2018 5:37 PM
Cc: rahoehn@comcast.net; Pat Myers <patmyers2@verizon.net>; finnegan20903@yahoo.com; tom@tomhucker.com; jim.rosapepe@senate.state.md.us
Subject: Hillandale slip ramp to 495 West

I write with some questions about, and an explanation for the questions, for the Nov. 15 public hearing on the hotel request for a slip ramp. I trust this document will be read, and the questions answered, at the meeting.

My wife and I have lived on Wooded Way (PG County), a residential street, for about 25 years. The path Elton Rd. (MoCo) through Wooded Way to Riggs Road is used as a short cut from Riggs to New Hampshire, for traffic on heading north and south on both, but also to the Beltway. Traffic is especially intense during rush hour. We watch streams of cars, often five in a row coming and going. I've seen this start as early as 5 AM. Wooded Way is curved, steep, and sometimes very slippery. I heard a car skidding as I was writing this email.

We regularly witness accidents, e.g. 4-5 in the first 6 months of this year. We rush out to see if anyone is harmed, and it's not unusual for ambulances to haul people to hospitals. If you examine the accident record, however, you will not see the full numbers. Twice this year, I also saw damage to property where the car was drivable and the one who caused the accident simply backed up (or was pulled off the property by friends with a chain) and drive away, leaving local residents to repair the damage/loss to their property.

All of the local residents with whom I have talked, and all who I have heard express their opinion at public meetings, oppose the slip ramp.

Some years ago, MoCo had a slip ramp that allowed traffic to go straight from Elton to the Beltway, West. But, they took it out and created another ramp on the West side of New Hampshire. A hotel is nearly finished on Elton, and the builders now want to bring the slip ramp back so their guests can go straight onto the Beltway West. The slip ramp will dramatically increase the number of cars traversing the Elton-Wooded Way corridor and thus the number of accidents - damage to human bodies and tens of thousands of dollars damage to cars and property.

1. Did MoCo complete a quality transportation survey that took these issues into account before issuing the hotel permit?
2. Did MoCo take into account the increased accidents this will cause?
3. If so, what is the County's rationale for increasing the likelihood of those accidents?
4. Did MoCo coordinate planning and permitting with PG, since the issue crosses county lines?

At a public hearing MoCo staff estimated the cost of re-building the slip ramp at \$1.5 million.

5. What were MoCo's reasons for taking out the previous slip ramp?

6. What was the cost of taking out the previous slip ramp and installing a different ramp for access?
7. What is the total cost of replacing the slip ramp some years ago and now re-installing a new one?
8. How much of the above cost is being paid by the developer?
9. Is the County planning to go ahead with the slip ramp no matter what local residents want and need?
10. What compelling reason is there to build the ramp before a more careful study and resolution of these issues can be more satisfactorily resolved?

Thank you for your assistance. We all work on these issues in good faith and with the best interests of local and wider communities as well as commercial interests in mind. I write with a feeling of deep sadness for the harm to people and property that will inevitably ensue if the ramp is built without more careful analysis. I've attached a couple of pictures from one of the accidents on Wooded Way. Perhaps you could have them blown up for the hearing.

Richard A. Hoehn
rahoehn@comcast.net
240.461.8051